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AIR CARGO

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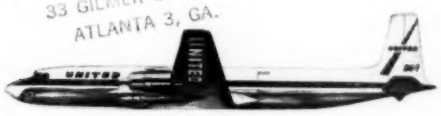

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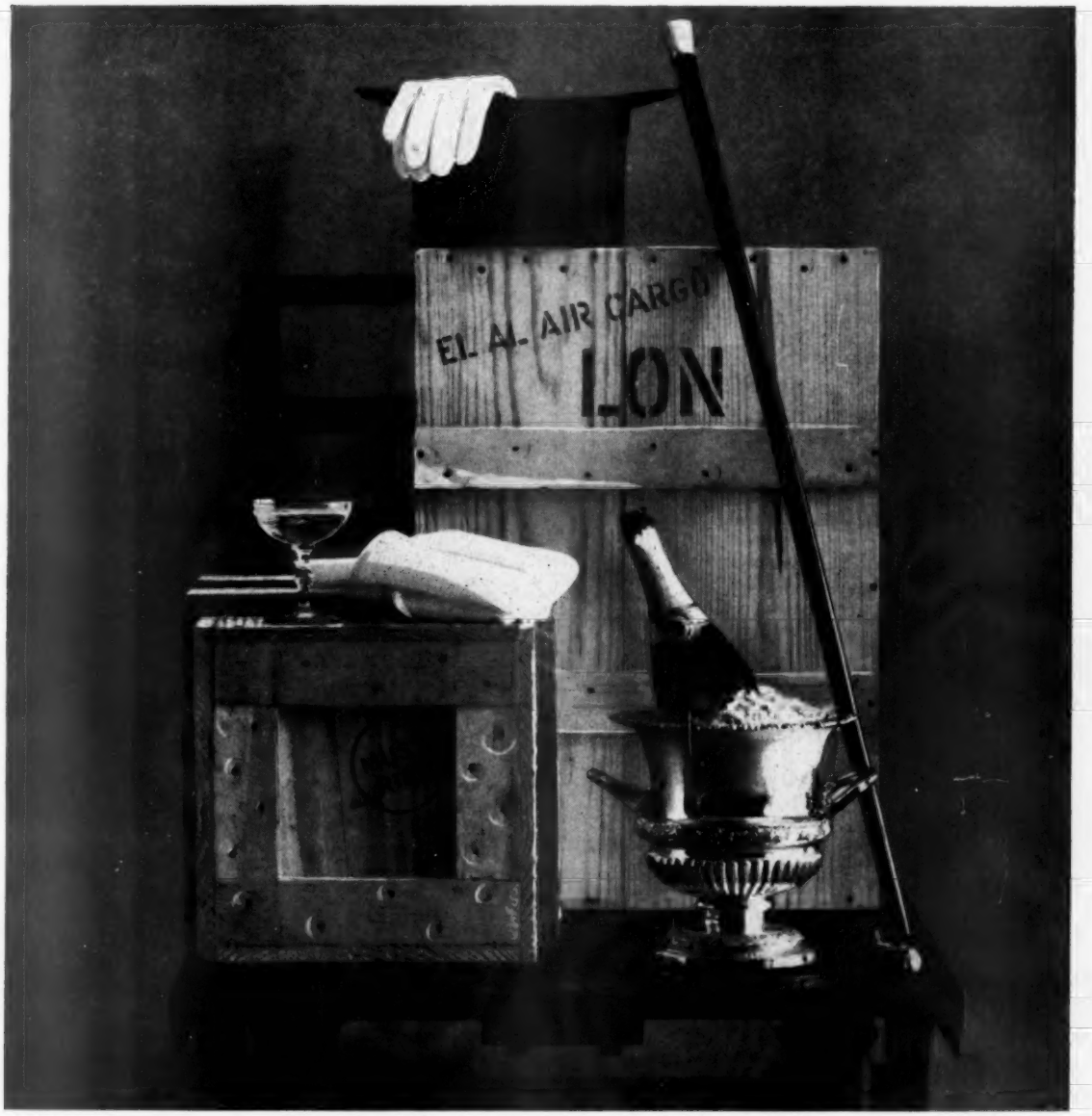

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AIR CARGO

an American Aviation Publication

MARCH 1960, VOL. 4, NO. 3

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

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Dallas: Rm. 907, 211 N. Ervay, RI 8-8057
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EDITORIAL

An Uncompromised Cargo Airplane Has Little To Offer Now

THERE CAN BE little doubt that an "uncompromised" cargo airplane would be a tremendous asset to the development of the air cargo business. The big question is: Uncompromised for whom?

Even now, air cargo encompasses a pretty broad field, and as the industry progresses the field will be broader.

Simply stated, air cargo includes (in alphabetical order), air express, air freight, and air mail.

Simplicity ends with the statement. Within any one of these groups there are special problems. These problems are further complicated by the type of carrier involved. Certainly, the long-haul domestic or international airline will want a different "true" all-cargo plane than the regional or short-haul carrier.

Within the single category of air freight there are so many different things being shipped that no single type of airplane can be the best for all.

Consider, a pressurized, temperature-controlled cargo plane is needed for shipments of live animals (horses, for instance), but a shipment of dresses hung on racks does not need such a sophisticated plane. Dresses are not pressure sensitive, nor do they freeze.

Still another variation is introduced when density of the shipment is considered. A plane carrying ladies hats, electron tubes, or cut flowers can get by easily with a light weight cargo floor. These shipments need a plane of large cube. The reverse is true if the cargo plane is carrying an industrial lathe or a turret drill. Heavy machinery needs strong floors.

Compromising an airplane will also result if the military's needs are to be completely satisfied. Even when military cargos are the same as civil cargos, the military cargo plane has to be capable of operating in a manner different from the civilian counterpart.

Obviously, a really uncompromised cargo plane will be good for a limited number of items moving over carefully specified distances under carefully controlled conditions.

The airlines are not yet ready for such a plane. True, they are ready for better cargo planes than those in service today. By the end of 1960, the need will be even greater.

There is also a pressing need to solve the problems of terminal design, materials handling equipment, and paperwork processing. These functions, just as cargo aircraft design, ultimately, will be determined by how well the sales effort develops.

It appears to us that the sales effort is developing rapidly.

There are many encouraging signs. At Trans World Airlines, they have appointed Samuel C. Dunlap as vice president-cargo sales and market development. TWA thus becomes the second domestic trunk airline to dignify air freight with a vice president. Almost all of the airlines have added cargo sales representatives, and many airlines have created specialist posts—such as American Airlines' director of cargo service.

The expansion of sales activity is by no means limited to any one class of carriers. The all cargo airlines, international airlines, the Air Express Divison of Railway Express, the local service airlines, the air freight forwarders, and the supplementals carriers have beefed up their staffs to sell cargo.

For some carriers, this change marks the first time that air cargo has had more than passing attention. For the whole air cargo industry, it means that air cargo, and particularly air freight, is about ready to support the new equipment needed to generate more traffic which will in turn support even more advanced equipment.

Wallace I. Longstreth

NEW 1960 "JET-LIFT CARGO" SERVICE!...

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TRENDS

Air freight rate reductions will be the next big issue. Reduced transatlantic rates, slated to be effective April 1, will have the attention of the Civil Aeronautics Board first. Industry observers expect the new rates to be approved despite protests from international air freight forwarders that the new volume general commodity rate is mere window dressing and that the new specific commodity rates will encourage the use of supplemental airlines for charters.

To make the most of chartered aircraft, the forwarders would probably have to enter into joint loading agreements. Forwarders insist they would prefer to route shipments via the scheduled airlines but feel the scheduled services would be a lot more attractive if there was a good mixed consignment rule and rates conducive to consolidations.

Reductions are also expected in domestic air freight rates. Air freight capacity is increasing at a tremendous rate, due to the delivery of large jets and turbo-props and older passenger aircraft converted for all-cargo operations. Airlines will want to experiment with rates this year in preparation for 1961 when delivery will pretty well be completed on the turbine powered fleet, including air freighters.

A design for an aerial tractor permitting true birdy-back operations will be unveiled shortly. If it proves workable, it will do much to solve the problems of materials handling men who consider containers within containers offensive because of the penalties of weight and cube. With such a tractor, interchangeability of containers between air and surface transport will receive a big assist.

Materials handling people favoring palletization will draw comfort from the report that Douglas Aircraft Co. will submit to the Air Force in connection with project S463L (Materials Handling Support System). Douglas, working with IBM and Arthur D. Little, Inc., will not support a complete containerization program for the Air Force, preferring instead, a rigid pallet operation.

A new contract for air freight pick up and delivery service in the Chicago area will have an important bearing on holding the line on cartage charges. Chicago Haulage, Inc., has signed a contract which returns to the airlines half of any profit above 8%. Chicago Haulage will give Air Cargo, Inc. (the wholly-owned airline subsidiary which negotiates cartage contracts) a monthly profit and loss statement. If there is any profit to be divided, settlement will be made monthly. Since the airlines are not in business to make money from cartage operations, frequent profit payments will indicate rates to the shippers are too high. Rates to the shipper under the new contract will be $1.00 per 100 lbs., subject to a mimimum shipment charge of $1.95.

Chicago Haulage, along with Midwest Delivery Service, will serve Area "A" (downtown Chicago). Area "B", the environs north, west and south will be served by three separate contractors, each taking a separate environ. Special shipments (rush-rush, after hours, and holidays) will be handled by Airport Special Delivery Service.

NEWS

EAL Converting 5 Connies; Looks To Exploit Cargo

In a bid to snare a larger portion of the air freight market, Eastern Air Lines is converting five Super-C Constellation passenger aircraft to air freighters. The first EAL freighter is scheduled to go into service about May 1. T. F. Armstrong, EAL executive vice president-finance, who made the announcement during hearings in CAB's Domestic Cargo-Mail Service Case, revealed the conversion was being handled by Lockheed Air Service, Ontario, California.

Armstrong said the Connies would eventually serve New York, Newark, Miami, Atlanta, San Juan, Chicago, New Orleans, Houston, Detroit, Cleveland, Orlando and Birmingham. Specific routes mentioned were: New York-Miami-San Juan-New York, New York-Atlanta-Chicago, and Chicago-Atlanta-New York.

EAL's freighters will carry a payload of about 17 tons. Armstrong said direct operating costs would run about 7¢ per available ton-mile, including depreciation of conversion costs.

In explaining the conversion, Armstrong said "Eastern desires to exploit the potential in the field of air cargo transportation. However, the air carriers cannot fully develop that air freight potential until a more suitable all-cargo airplane can be operated."

Armstrong further expressed the hope that "by 1963 or 1964 we may be operating aircraft specifically designed for cargo, although at present there are no proposals to us for any such aircraft. When such an aircraft suitable for the routes is available, we will, of course, be interested in acquiring the number necessary to do the job."

Interchangeable Flexivan Used By NYC RR

The New York Central Railroad is using a Flexivan that can be broken into "six or seven individual vans" from a railroad car and can then immediately be moved into an aircraft, according to Fred Benninger, executive vice president and treasurer of The Flying Tiger Line.

Testifying in Civil Aeronautics Board's Domestic Cargo-Mail Services Case, Benninger said that the move can be accomplished without any further break in bulk. He described the Flexivan system as a series of containers constituting the body of a truck which can be removed from the axle and wheels of the truck. This body of containers can be split down into any number of containers by one man and loaded on an aircraft, Benninger testified.

Mercury Offers Shippers New Receiving Stations

Mercury Service Systems, official ground cartage agent for the scheduled airlines serving New York City, has set up eight receiving stations for air freight in Manhattan. Mercury says that deliveries brought to the receiving stations will result in savings of 50¢ or more on each shipment over standard costs.

The eight Mercury receiving stations are located at: 24 West 46th Street, 1441 Broadway, 369 West 36th St., 10 West 23rd St., 445 Park Avenue, 128 East 44th St., 2 Park Ave. and 15 Park Row.

Defense Dept. Report Calls For Modernized MATS

The Defense Department has released a report which contains a series of guidelines on the role of the Military Air Transport Service. Implementation and interpretation of the yardsticks will come later. Air Secretary Dudley C. Sharp is scheduled to make recommendations covering MATS operations by May 1, although there is indication that little or nothing can be done which would increase budget estimates or require legislation before January of next year.

In addition, many of the proposals approved by President Eisenhower are predicated on the development of modern cargo aircraft, not only for MATS but for industry. This means, according to informed sources, that "Rome won't be built in a day" and MATS will be required to continue carriage which cannot be adequately handled by commercial carriers.

President Eisenhower approved the following major recommendations: (1) MATS routes be reduced "on an orderly basis, consistent with assured airlift capability at reasonable cost, and consistent with economical and efficient use . . .", (2) With respect to services overseas and to foreign countries, better commercial augmentation airlift procurement policies and practices should be adopted.

Among the procurement questions are: (a) Feasibility of cutting back other MATS operations beside regularly scheduled ones should be considered when the operators develop adequate capacity; (b) Procurement of commercial cargo airlift only from air carriers as defined by Sec. 101 (3) of the Federal Aviation Act and the increase of carriage at tariff rates as distinguished from bid prices; (c) Making of longer term contracts for MATS traffic. This probably requires legislation because of the current handling of MATS funds on an annual basis; (d) Priority in the movement of MATS traffic to commercial carriers which are an effective part of the Civil Reserve Air Fleet; whose facilities and equipment are best suited to the emergency needs of the Defense Department and which can and will acquire only "uncompromised" cargo aircraft.

Stuart G. Tipton, president of the Air Transport Association, wholeheartedly endorsed the recommendations advanced by Defense which he said "if properly carried out, would provide the nation with a vastly improved airlift." Tipton said recommendations that MATS concentrate on the hardcore military requirements, and permit the commercial airlines to move routine traffic "will mean that both of the members of the civil-military team will be strengthened."

Meanwhile, MATS has invited 96 civil air carriers to submit bids for transporting primarily outsized cargo during fiscal 1961. Bidders must furnish aircraft with specific types of loading facilities and doors capable of receiving cargo that is outsized in weight and dimensions. Contracts will be awarded under the DOD Logair program. Bids are due no later than 4 p.m. (CST), March 18, at Scott Air Force Base.

Bidders must furnish cargo aircraft which can be loaded either at the front or the rear. The truck bed loading height of the aircraft must be between 40 and 54 inches. Additional requirements are that one type of aircraft must have a minimum available cabin load

(ACL) of 15,000 pounds and a cargo loading door at least 76 inches high by 96 inches wide, and the other type aircraft must have a minimum ACL of 24,000 pounds a minimum cargo loading door size of 96 inches high and 96 inches wide.

The commercial carriers have been asked to fly an estimated 9,232,000 statute miles during the year.

Japanese Firm Plans All-Cargo Airline

A large Japanese shipping company, Daido Kaiun Kaisha, Ltd. is planning to form an all-cargo airline in cooperation with United Ocean Inc., Daido's general agent in New York. Under tentative plans, United Ocean would play a major role in the projected cargo airline which would link Japan and the U.S. and the U.S. and Europe. The Daido Line has not yet decided whether to purchase or charter aircraft for the proposed operation.

Weekly PAA Charters to U.S. Serve Renault Customers

Pan American World Airways, every Monday for the rest of the year, will be operating charters for Renault of France from Paris to New York's Idlewild airport. Pan Am's newly converted DC-7Fs are used on the charter flights which are designed to provide a continuous flow of automobile replacement parts to the French firm's dealers in the U.S.

Airborne Finalizes Plans For New Headquarters

Airborne Freight Corporation is going ahead with plans to build a new $200,000 headquarters structure on a 2.1 acre site at the San Francisco International Airport. The international air freight forwarder has been awarded a forty year lease on the land which is located on Plot 10-A of the airport, near the American Airlines and the Rick Helicopter hangars.

Airborne has chosen Jos. Bolles, a San Francisco architect, to design the building which will serve as an administrative headquarters for Airborne and its six subsidiaries.

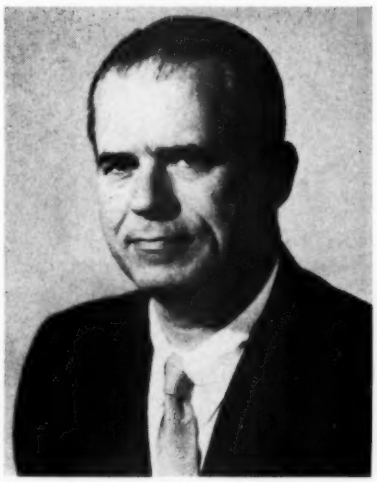
CAL—Five Truckers Enter Bill of Lading Pact

Continental Air Lines and five truckers have entered an agreement to honor each other's bills of lading. Under the pact, shipments can move on one joint air-truck bill of lading at a single through rate between eight major cities which Continental serves in Colorado, California, Missouri, Oklahoma, Kansas, Texas, New Mexico and Illinois and 174 off-line communities which the truckers serve in the same states.

Continental's cities included under the plan are Denver, Chicago, Los Angeles, Kansas City, Tulsa, Albuquerque, El Paso and Wichita.

Truckers involved in the agreement include: Air Cargo Terminals, Inc., Kansas City, Mo.; Atlantic Transfer Company, Los Angeles; California Cartage Company, Inc., Los Angeles; H. J. Tobler Transfer, Inc., Peru, Ill.; Kains Motor Service Corp., Logansport, Ind.

New TWA Cargo Head



Samuel C. Dunlap, vice president cargo sales for American Airlines, on March 1, will join Trans World Airlines as vice president cargo sales and market development. Dunlap, a veteran in the air cargo industry, was a co-founder and executive vice president of Slick Airways. He was elected vice president by American in 1956.

Healthy Cargo Increase Reported By S&W In '59

Seaboard & Western Airlines chalked up 23,261,000 ton miles of air freight over the North Atlantic in 1959 for a 73.7% increase over the previous year. In addition, S&W carried 5,602,000 ton miles of mail during the year.

Seaboard's executive vice president, Arthur V. Norden, pointed out that during 1959 the industry as a whole experienced a 37.2% increase in transatlantic cargo tonnage. He attributed the jump to: (1) Increased all-cargo capacity; (2) A selective lowering of rates designed to stimulate the air movement of particular commodities; and (3) The cumulative results of continuous education of the shipping public by all carriers over the years.

Norden feels that "transatlantic air freight should increase at least tenfold during the next decade."

Used Aircraft Dealer Predicts More Cargo Planes

An executive in the firm of William C. Wold Associates, used aircraft dealers, has predicted that the accelerated development of domestic and international cargo market, combined with the increase in charter operations will help absorb the larger types of airline aircraft. Joseph T. Barta, a partner in the firm, pointed out that "already many DC-7 and Super Constellation aircraft are being converted from passenger to cargo configuration to accommodate the mushrooming cargo traffic." Barta further speculated that the "anticipated growth in air cargo, as well as in air charters, will help produce a market for used airliners, particularly for the long-range types."

Indian Airlines To Accept Radioactive Shipments

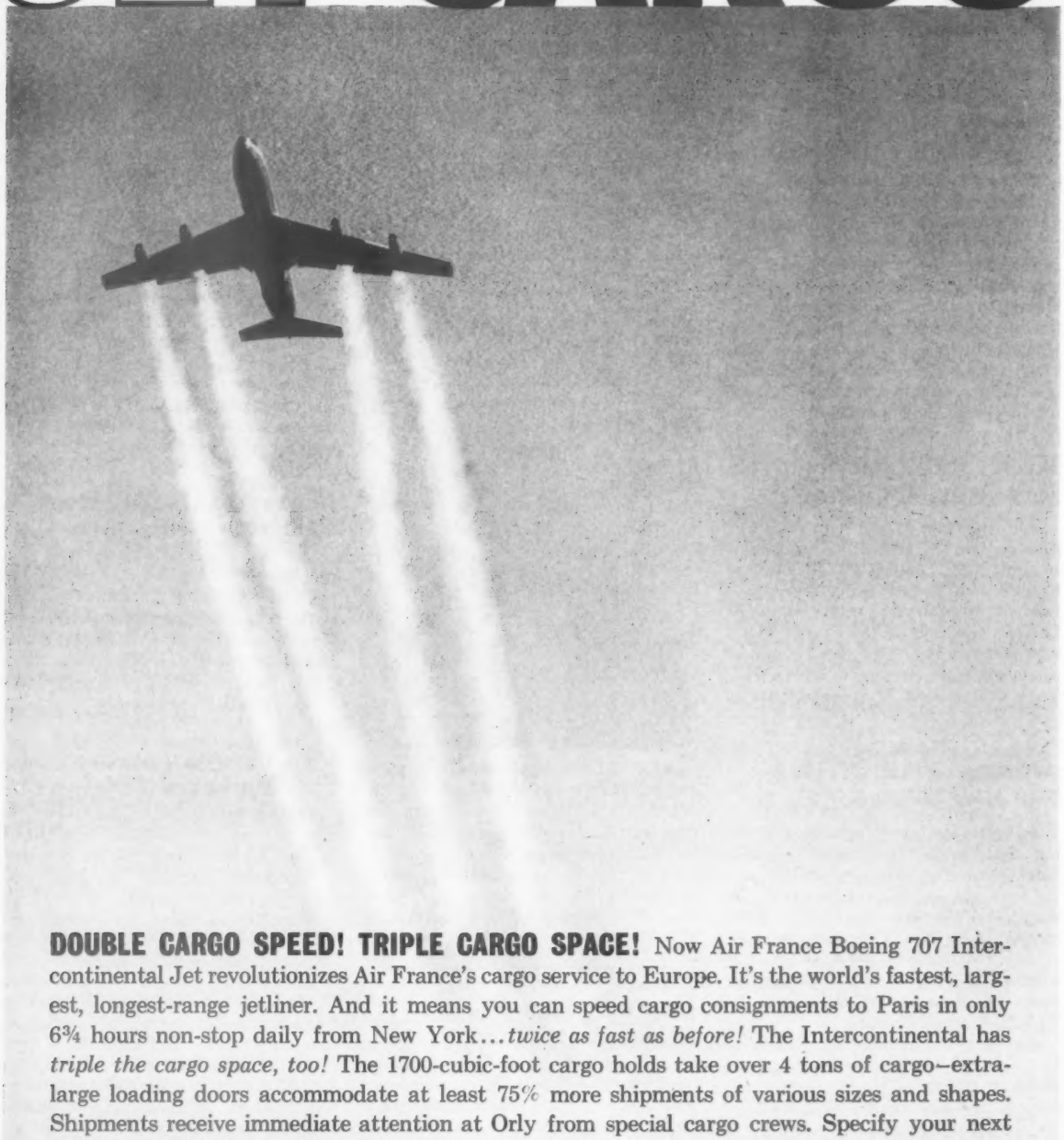
Indian Airlines has announced that it will accept shipments of radioactive materials provided the shipments conform with the specific provisions of the International Air Transport Association restricted articles regulations. Shipments will be limited to the airline's Viscount and DC-4 aircraft.

Two Foreign Carriers Step Up Cargo Activity

Moving to capture a larger share of the growing air cargo market, KLM Royal Dutch Airlines has launched a program to convert "at least six" DC-7C passenger aircraft to all cargo configuration. Each of the air freighters will carry 33,000 pounds. The first KLM all cargo DC-7F is slated to go into service by the end of the summer.

Meanwhile, Air France is shooting for a 150% increase in air cargo business this year over 1959. The carrier feels the introduction of the Boeing 707-320 on the New York-Paris route will yield an overall increase in cargo-carrying capacity of 250% over last year by the time the last of the 17 Air France Intercontinental jets on order is delivered next fall. Each of the jets can carry more than 9000 pounds on the transatlantic route, giving the airline a total capability of about 130 tons per month based on the present schedule of one flight per day. With the three flights-per-day summer schedule, capacity will be 390 tons per month.

JET CARGO



DOUBLE CARGO SPEED! TRIPLE CARGO SPACE! Now Air France Boeing 707 Intercontinental Jet revolutionizes Air France's cargo service to Europe. It's the world's fastest, largest, longest-range jetliner. And it means you can speed cargo consignments to Paris in only 6¾ hours non-stop daily from New York... *twice as fast as before!* The Intercontinental has *triple the cargo space, too!* The 1700-cubic-foot cargo holds take over 4 tons of cargo—extra-large loading doors accommodate at least 75% more shipments of various sizes and shapes. Shipments receive immediate attention at Orly from special cargo crews. Specify your next consignment "Jet Cargo" on the world's largest airline. Air France speeds cargo to more cities in more countries than any other airline.

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AIR CARGO
MARCH, 1960 Vol. 4 No. 3

IBM Charters To Save

World Trade, an international subsidiary of IBM, is saving money and solving the overseas distribution problem by chartering aircraft to handle a steady flow of cargo traffic

By DONALD J. FREDERICK

IBM World Trade Corp., world wide subsidiary of International Business Machines Corp., is a progressive and imaginative air shipper. Faced with an increasing volume of overseas traffic, World Trade met the situation by chartering all-cargo aircraft. The scheme, besides saving money, paid off by improving distribution and speeding deliveries.

IBM reasoned this way: In contrast to the accepted practice of having overseas shipments handled by the airlines at ordinary air freight rates subject to size and commodity description, couldn't the company in view of its steady flow of overseas traffic, logically afford the economic convenience of chartered aircraft? The company decided it could and did.

World Trade reached its affirmative conclusion after consultation with agents and officials in 30 European, Asian and African countries.

While details of the new distribution system were being worked out, the need for such a plan became even more obvious. When a heavy rush shipment had to be made on short notice, the payload of whatever aircraft was available sometimes was not great enough to accommodate the whole shipment. Any remaining cargo had to fly in scheduled aircraft at normal rates, resulting in further expense and delay.

Central traffic control of the overseas airlift is under the direction of James E. McGuire, World Trade's traffic manager. McGuire has a big job. He must keep track of thousands of export items ranging from stationery to fully-assembled machines, so that their transportation to New York and thence overseas can be efficiently coordinated.

Left, Gerow F. Miles, v.p. Copeland Shipping and James E. McGuire, traffic mgr., World Trade, arrange details on a large IBM shipment bound for Amsterdam.

Nat Cohen, mgr. of Copeland's air freight division, checks a consolidated IBM shipment to see that everything is in order prior to the long haul over the Atlantic.

At Idlewild, products from IBM plants all over the U.S. are ready to be put aboard the KLM aircraft.

IBM ships by air to New York from plants all over the U.S. These include Rochester, Minn., San Jose, Calif., and Lexington, Ky. The domestic shipments are consigned to IBM World Trade for consolidation at New York's Idlewild Airport.

IBM ironed out details with the assistance of the Copeland Shipping Company. The air freight division of the New York firm has been handling reconsolidation of World Trade's domestic consignments for shipment overseas. All domestic shipments are consigned to the Copeland cargo terminal at Idlewild.

Copeland has also paved the way for World Trade in Europe. Overseas, Copeland's agents are handling distribution to the various destinations.

IBM initiated the charter operation on August 15. Since that date, the firm has been sending charter consolidations across the North Atlantic every week.

The World Trade Corp. has been using aircraft chartered from KLM Royal Dutch Airlines. The company has no contract with KLM or any other carrier. However, KLM has consistently been able to furnish the all-cargo equipment when IBM requires lift.

McGuire contacts KLM each week about two or three days before flight time. The carrier provides DC-4s and occasionally DC-6s.

This arrangement has been so successful that no IBM material has ever been held in the New York warehouse for more than five working days.

At the present time, IBM breaks bulk on most European shipments at Schiphol, Amsterdam's international airport. Destination depends on the volume of shipments. IBM routes some flights to other points such as Paris, Stuttgart, Frankfurt and London.

Weekly shipments range from 15,000 to 21,000 pounds. For the most part, they are made up of data processing equipment and electronic computers. The firm also moves whole data processing machine systems of 4-8 pieces aboard the charters. McGuire has even been sending air parcel post and airmail shipments on some flights. Airmail shipments are made up of small parts such as springs and washers.

In Amsterdam, IBM shipments are carefully unloaded for redistribution throughout Europe.

IBM has experienced good handling in Europe. Shipments are in and out of Schiphol in 24 hours. At the same time, damage to shipments has been practically non-existent.

As a result of the charter operation, IBM experienced average savings in freight costs of about 12¢ a pound. The company figured the saving base on the premise "that about 75% of the packages in each flight would otherwise have been shipped under the general commodity rate and often at minimum rates set for extremely light consignments."

McGuire projected World Trade's savings in another light. When World Trade first started using air freight, he said, the cost was averaging about 70¢ a pound. With the charter and break bulk arrangement, costs have dipped to about 40¢ a pound.

Other developments are in the wind. The company foresees U.S. consolidation shipments to Latin America and between points in Europe. The air distribution service has been received so enthusiastically by IBM World Trade offices abroad that McGuire has scheduled a trip to Europe to investigate the possibilities of expanding the system.

Profit in progress . . .

SAS Builds With Service

SCANDINAVIAN Airlines System is one organization that gives a lie to the theory that rule making by committee makes for burdensome procedures and delays decision making. Since 1946 when the company was formed, progress in the realm of air transportation has been steady. In the field of air cargo, SAS ranks among the best with a non-glamorous but quietly efficient air freight operation.

SAS is a consortium formed by the Danish Airlines (DDL), the Norwegian Airlines (DNL) and the Swedish Airlines (ABA). The parent organizations, now holding companies, provided SAS with equipment, capital, personnel, and one set of instructions: "Go thou and make money." Since SAS receives no subsidy, the instructions had to be followed.

Accordingly, SAS' cargo service is a profitable operation. Leonard E. Miller, cargo service manager and a member of sales manager Anker Palvig's staff, says of the operation, "it's not fancy, nor is it something SAS does because other airlines are doing it. Our air cargo service makes money."

Last year, 1959, cargo provided SAS with 15.7% of total revenues—9.2% from freight and 6.5% from mail. Total ton miles of cargo handled last year was 21,040,874 (33,345,284 ton kilometers). For the fiscal year ending September 30, 1959, total traffic revenue (after deductions for commissions) amounted to $100.3 million.

As with other combination airlines, much of the freight carried by SAS is hauled in the belly compartments of passenger aircraft.

Space has to be used carefully. Little is wasted. Under Anker Palvig, who heads cargo sales, the airline has been hauling 175,000 to 180,000 pounds of traffic a month out of New York alone. Every shipment, in fact, every piece of freight travels on reserved space, giving the airline 100% cargo control. This control pays off. At any given moment, SAS cargo personnel knows where any air freight shipment is, and why. Loads can be pre-planned so that maximum utilization of space is obtained. At the same time, shipment-delaying backlogs are avoided.

PALVIG

MILLER

Primary reservations control for air cargo is at the SAS center in Copenhagen. All shipments are recorded with the Copenhagen base, and most shipments to Europe and beyond are routed through the Copenhagen gateway.

Quick Communications

Because the SAS system is so far flung, private wire teletype and telautograph are used to link SAS offices with each other and with the Copenhagen center. Each office concerned with the movement of a shipment is advised when a shipment is booked, what connections are to be made (if any), and when the shipment will arrive at destination. Inquiries of consignees or consignors can be answered promptly—an effective sales tool.

Inquiries from shippers as to the availability of space between a given pair of points is also immediately available, another effective sales tool—particularly when SAS is dealing with an air freight forwarder or another airline. SAS is acutely conscious that forwarders and connecting airlines are good customers. As an aid to serving these accounts, SAS employs an airport coordinator, Michael Gregory, at New York International Airport. Gregory's job is to stay in close personal touch with all of the airlines serving New York. He assists, or makes sure, that traffic moves smoothly between SAS and other airlines. He also is prepared to develop alternate routings to overcome the emergency which results when one carrier or another has a delayed or cancelled flight.

Throughout the system, SAS maintains the personalized service philosophy, and according to Miller, will continue to do so, despite the fact that SAS, and SAS's cargo operation is growing rapidly.

"We have built our business on service, on attention to detail. In 1960, we will have to build more business to fill the greatly increased capacity which the introduction of jet aircraft will give us."

Miller emphasized that SAS wants to "build," as opposed to "get," more business.

"We won't turn down anything that we can carry," he explained, "but we intend to handle it so that the customer will come back to SAS. If something is offered to us that we can't carry, we will say so."

"Actually," he continued, "we have made some pretty good friends by saying no. Mike (Gregory) is so close to the scene that he knows what airline does have space when SAS does not. Thus, even when we can't carry a shipment we often can advise a shipper what carrier can—and we help make the arrangements."

SAS introduces jets, DC-8s, in April 1960, with a daily service between New York and Copenhagen. A month later, May, SAS DC-8s will begin operating from Los Angeles. On September 2, Montreal; and on September 16, Anchorage. During the peak season, after July 2, SAS will operate 18 DC-8 flights a week from New York to Europe.

Meanwhile, the airlines has bolstered intra-European operations with two C-46 air freighters, connecting Copenhagen with European centers. These freighters protect the onward movement of freight routed through the Copenhagen gateway.

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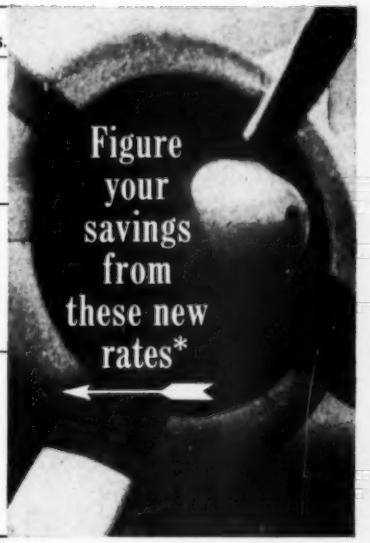
BETWEEN	0 to 99 lbs.	100 to 549 lbs.	500 to 1099 lbs.	1100 to 5499 lbs.	5500 to 21,999 lbs.	Over 22,000 lbs.
NEW YORK, MONTREAL, TORONTO and						
Tokyo	225	169	143	113	96	86
Manila	229	173	147	117	100	90
Hong Kong	229	173	147	117	100	90
Saigon	230	174	148	125	108	98
Bangkok	235	177	162	144	127	117
CHICAGO and						
Tokyo	222	166	140	110	93	83
Manila	226	170	144	114	97	87
Hong Kong	226	170	144	114	97	87
Saigon	227	171	145	122	105	95
Bangkok	232	174	159	141	124	114
SEATTLE, TACOMA, PORTLAND, VANCOUVER, SAN FRANCISCO, LOS ANGELES and						
Tokyo	219	164	130	100	85	75
Manila	223	168	134	104	89	79
Hong Kong	223	168	134	104	89	79
Saigon	224	169	135	112	97	87
Bangkok	229	172	149	131	116	106



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Another reason for air distribution: BOAC's convenient flight frequency to the main markets of the world ensures minimum transit times from the end of the production line to customers.

BOAC offers frequent convenient flights from New York, Boston, Chicago, Detroit, Honolulu, San Francisco, Montreal, Toronto. Offices also in Atlanta, Buffalo, Cleveland, Dallas, Los Angeles, Miami, Philadelphia, Pittsburgh, Washington, Vancouver, Winnipeg.

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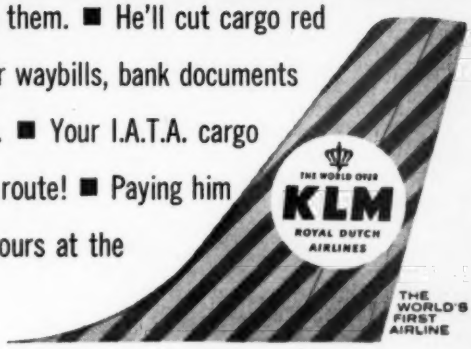

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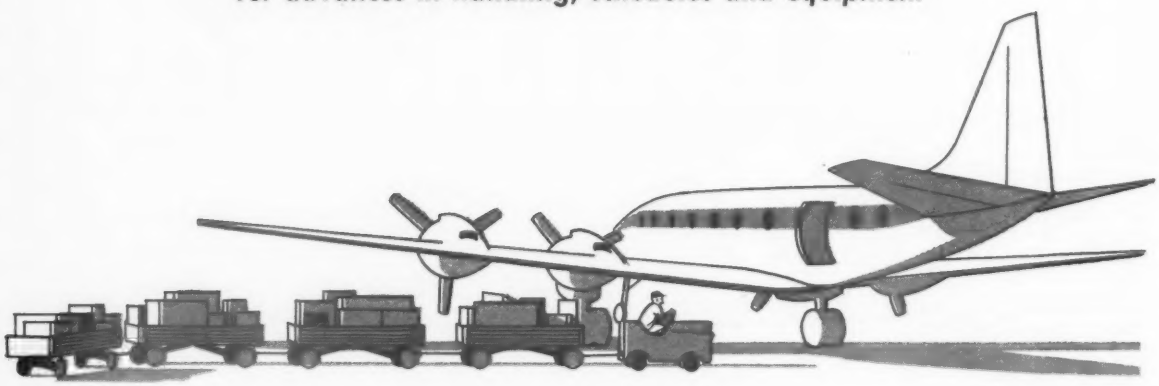
Eastern Shippers . . .

Look To Air Cargo

Shippers applaud strides made by the industry, and express confidence in the future but at the same time call for advances in handling, schedules and equipment



SHIPPERS in the Chicago and New York areas followed their west coast counterparts to the stand in Civil Aeronautics Board's Domestic-Cargo Mail Service Case. For the most part, they expressed confidence in and looked towards the growth of the air cargo industry.

D. F. Brain, traffic manager of the import and export division of the Goodyear Tire and Rubber Co., described air freight as "an essential element in our traffic policy." Said Brain: "While the percentage of air freight movements is relatively small compared to the total shipments made by Goodyear, our company would be seriously hampered if air freight capacity was not available."

Brain further pointed out that Goodyear was experiencing steady growth in the percentage of air shipments as compared to all shipments. A large part of this growth was attributed directly to the pressure of foreign competition, but Brain also said his company feels that: "Our reliance on air freight must grow so that our customers can receive the materials as quickly as possible after manufacture."

The firm has felt a continual need for air shipment of equipment and raw materials. A critical area exists in the Goodyear's overseas operation, where "the need for finished products, equipment and raw materials becomes crucial due to exchange conditions, breakdowns and lack of materials, because of production increases."

Goodyear has been shipping about 40% of its air freight by all-cargo aircraft. It uses a high percentage of all-cargo flights as a result of size and weight limitations on combination aircraft. In addition, many Goodyear shipments have contained flammable materials. Brain finds that "the all-cargo aircraft can carry a greater quantity of these materials in substantially larger packages, therefore, the all-cargo service enables us to have entire shipments reach destination together and to be able to meet our schedules efficiently."

Adventurous Shipper

Goodyear is experimenting with air shipments of household goods and air foam rubber. Literally carloads of air foam are being shipped to areas such as Miami and Los Angeles by air. A movement of tires and air foam from New Orleans to Guatamala has also developed.

During the first 8 months of 1959, Goodyear air freighted 60,000 pounds of goods to the Southeastern area of the U.S.

Household goods are air shipped to Goodyear's employees abroad. The company found that the overall cost in moving household equipment to foreign destinations approximated the packing and in-transit costs of steamer. This resulted in money savings which the firm realized in being able to move employees quickly into their own households shortly after arrival. Hotel bills and outside per diem had proved costly.

Goodyear's plans call for a deeper investigation of the minimum shipment which can be moved by air. "This is being pursued," Brain said, "because of the added cost in the surface transportation."

Desmond Goodwin, assistant general traffic manager for the Burroughs Corp. of Detroit, Michigan, has found van service "erratic" with a number of delays in handling and has increasingly turned to air.

While Burroughs manufactures business machines of all types, current emphasis is on the electronic unit. The machines go through the assembly line on wooden shock-mounted pallets. Once assembled the unit leaves the plant covered only with a transparent hood. Thus, they are ideally suited for air shipment.

Goodwin has stepped up the use of

DRUGS AND PHARMACEUTICALS · ELECTRONICS EQUIPMENT · BUSINESS AND OFFICE MACHINES · MINING MACHINERY AND PARTS · TELEVISION EQUIPMENT AND RECORDERS · FARM MACHINERY AND PARTS · MUSICAL INSTRUMENTS · SURGICAL INSTRUMENTS · COIN OPERATED DEVICES · PETROLEUM INDUSTRIAL MACHINERY AND PARTS · HOSPITAL EQUIPMENT AND SUPPLIES · LABORATORY EQUIPMENT · HOUSEHOLD EFFECTS · AUTOMOBILE SPARE PARTS · AIRCRAFT PARTS AND EQUIPMENT · TEXTILE MACHINERY AND PARTS · TEXTILES · RADIO STATION EQUIPMENT AND PARTS · PRINTING MACHINERY AND PARTS · COSMETICS

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LARGEST ALL-CARGO TRANSATLANTIC AIRLINE

Snowballing volume . . .

deferred air freight, and he provided the hearing with a breakdown as to comparative costs of moving the machines to Florida points from the Burroughs plant in Plymouth, Michigan.

He cited the following figures:

Air Freight cost per 100 lbs. Door to Door Plymouth, Mich.

to:	Van	Deferred	First Class
Orlando	$11.04	$7.09	$14.25
Tampa	11.34	8.30	14.40
Miami	14.40	9.45	16.85

The main problem Goodwin faces when shipping by air is handling. In his words: "Our volume is increasing every week, and there are newer machines being introduced on the market. Our main problem with air freight is working out the ground service at either end. While it is easy to do at origin, we have to work with the airlines at destination, because we just could not have an airline cartage company pick up one of these machines and handle it like a box of freight."

Once the handling problem is ironed out, Goodwin feels his air freight volume would grow considerably. "In fact," he testified, "I would say that air freight would become our prime mode of transportation where it was available."

The Ford Motor Company, during the first 9 months of 1959, shipped six million pounds by air freight within the U.S. Dennis McDonald, central traffic analyst for Ford at Dearborn, Michigan, testified that the high peak for his firm was from July through December and into January.

Ford regularly charters aircraft because "of the unavailable lift of the normal air freight service." McDonald said that his firm relies a great deal on air freight. "We have to have the material so our employees can continue work. Without a part on hand, they might be sitting idle, he said.

In New York, A. William Holmberg, national circulation manager of the *New York Times*, testified that his paper ships approximately 7 million pounds by air on an annual basis to points all over the country.

The *Times* regularly ships to 55 cities by air and the large Sunday edition is flown to 39 cities. Named as principal distribution points were Miami, Detroit, Cleveland, San Francisco, Los Angeles, Boston and Washington. During the winter season, heavy shipments of the *Times* are forwarded to many Florida points. Miami and St. Petersburg alone receive just short of a million pounds a year.

Jack Shamash, secretary and treasurer of S. Shamash and Sons, imports silk from the Far East. He moves about 100,000 pounds for air freight from Los Angeles and San Francisco to New York yearly. The shipments come in cases, and each case weighs from 125-150 pounds.

Shamash feels that "the cargo carrier today is supplanting the truckman, as such. "Before," he said, "we use to bring in freight by trucks or by trains. Today the cargo carriers are replacing those people, and they have got to understand the problems of the industry."

The Division manager of the America Cyanamid Co. is Lars Roos. He has charge of the traffic movements for the Lederle Laboratories of the firm.

The outbound air freight movement from the Lederle plant, which is located at Pearl River, N.Y., has been averaging 535,000 lbs. annually for the past three years. The inbound movement is between 150,000 lbs. and 200,000 lbs. a year.

The firm maintains 12 branch offices or warehouses which serve as distribution centers for the company. These are located at Atlanta, Cincinnati, Chicago, Minneapolis, Portland, Los Angeles, Denver, Dallas, Kansas City, St. Louis and New Orleans. The average weight of a shipment to these branches is about 300-400 pounds.

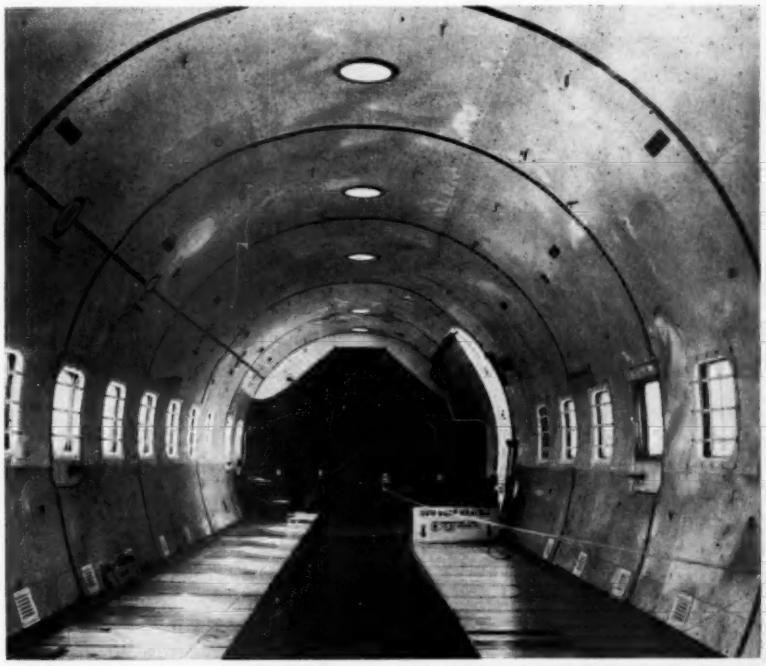
Roos testified that he was having trouble with air freight service to four branch offices—Cincinnati, St. Louis, Kansas City and Portland. We can't get a consistent next day delivery, he said.

Robert E. Vantine, traffic manager for Bloomingdale Bros. in New York City, testified during the hearing that every department store at some time or other has a need for air freight service. Vantine was also speaking in his capacity as a member of the transportation committee of the National Retail Merchants Association. His association is made up of approximately 10,000 stores throughout the U.S. in the retailing and specialty division.

In his capacity at Bloomingdale's, Vantine shipped well over 100,000 pounds of air freight during 1958. Most of these shipments were inbound. On many occasions, Vantine uses air freight for special sales items.

Shippers as well as air carriers have now completed testimony in the all-cargo case. At AIR CARGO presstime, the hearing was in its last stages, with witnesses from CAB's Bureau of Air Operations on the stand.

Cargo Cocoon



Interior view of a Pan American DC-7C converted by Lockheed Aircraft Service to all cargo configuration. The cabin, which boasts an aluminum alloy extruded cargo floor, has a capacity of 5,253 cubic feet. Heavy cargo floor utilizes sections five inches wide and ten feet long. Interchangeable seat tracks have also been installed.

UMI

Control Costs Through Distribution Control

Distribution consultants can provide answers traffic men need

HIGHMAN

ANGIER

AN AIR FREIGHT salesman will be calling at your office one of these days if you are a traffic manager of a concern which does a lot of shipping, particularly of finished products. The salesman will have a good pitch, based to a large extent on the use of air freight as an inventory cost control tool. In addition, the salesman will include a bit on the ability of air freight to shrink the nation into a single metropolitan trading area—five hours wide and two hours deep.

The salesman will cloak his pitch in terms of distribution and marketing and lead you toward paths normally followed by vice presidents, presidents and owners.

As a matter of fact, one of the salesman's main points will be to propose that top management of your company be approached on this matter. You will be asked to help, so be prepared. Know something of what you are getting into.

It will be called a Distribution Consultant Service. The idea of examining distribution as it relates to a business is not new. Management consultants have been doing it for years. At American Airlines it has been going on, in one form or another, for about 10 years.

During the last 10 years, some of the terminology and titles have changed and a number of refinements made, but no matter who tackles the subject, an examination of distribution is not something that can be covered in a matter of minutes.

To accomplish anything of merit, a distribution consultant has to work with specifics. He must know the costs of items produced, time involved in production, customer service requirements, and the distance involved in moving finished goods from the point of manufacture to the point of use.

A distribution consultant can do almost nothing until he knows quite a bit about a company.

He will want to know, among other things, how much money a firm has tied up in inventory. He will include as "tied up in inventory," money spent for insurance, physical plant (warehouses), materials handling equipment, payroll of those handling and protecting stock in inventory, inventory record keeping (particularly significant when there are several warehouses), in short, every cost which goes into creating and maintaining an inventory.

Examples of what has been done for other companies will be introduced in the course of explaining the distribution consultant activity. Names like Raytheon, Montgomery Ward, Caterpillar, and Armour will be cited as examples of big concerns who successfully employ air freight to increase markets, reduce inventories, or cut back on plants and facilities.

Smaller concerns need not be neglected, Curtis Industries (key blanks), Thomas Strahan Co. (wallpaper) or Florida Fashions (womens' wear) could be named if appropriate. A complete list of firms which could be used as argument clinchers include such diverse products as flowers, drugs, key blanks, optical goods, auto parts, electronics, foodstuffs, paper goods, printed matter —practically any finished product, much of the semi-finished and some of the raw materials and the machines which process raw materials.

It will soon become evident that air freight is receiving a lot of promotion. David A. Highman, director, freight sales for American Airlines, in testimony before the Civil Aeronautics Board, recalled a slow record of growth for the air freight industry in the years 1944 (when AA filed the first air freight tariff) through 1954.

The decade of experience in selling and servicing users of air transportation made it clear, he said, that in the face of substantial rate differentials between air and surface transportation, we must set out to broaden the base of regular users of air freight, if we were to avoid being forced to depend entirely upon the emergency use of air transportation where the shipper's need for speed outweighed the disadvantage of higher rates, or where the peculiar nature of the commodity dictated shipment by air.

American's Distribution Consultant Service is an approach to broadening the base of regular shippers using air freight. It was introduced, by name, in 1955. However, before any attention was called to the service, AA had applied the principles in solving the distribution problems of a number of representative concerns.

Several airlines, today, have similar programs operating, and in some cases American has provided a briefing on how American's service was created and how it operates.

Late in 1959, American sponsored a seminar, the Interline Air Freight Distribution Conference, to study ways of promoting, on a world wide basis, the idea that air freight is a good tool for distribution cost reduction.

Representatives from Japan Air Lines, Air France, Seaboard & Western, Pan American, Scandinavian Airlines System, Trans-Canada, British Overseas Airways Corp., Sabena Belgian Airlines, Alitalia, Lufthansa, KLM Royal Dutch Airlines, Qantas, and Swissair attended. For the most part, there were two representatives from each of the carriers—the head of cargo development from the home office plus his New York or U.S. counterpart.

In the course of the seminar, American's experience with Distribution Consultant Service was covered completely. On the other hand, the visitors related their experiences in air freight sales generation. The seminar was not limited to an exchange of views between airline personnel. Dr. Donald R. Longman of the J. Walter Thompson Co. (the world's largest advertising and public relations firm); Stanley H. Brewer, Professor of Transportation at the University of Washington; and W. C. Hill, consultant to the Marketing Administration of General Electric Corp., presented expert views from the areas each represented.

The seminar lasted for a week. Too much was covered too completely for

a verbatim report, but some of the points in American's presentation on inventory management will be cited every time there is a discussion of distribution.

Historically, inventory management has been outside the bailiwick of the traffic man. This is changing. In part, the changes are due to rapid developments in transportation; in part, due to management's concern with tighter money markets.

Ross Angier, director of American's Distribution Consultant Service, opened his report by noting that nearly 30% of the working capital of the average business is tied up in inventories. The status of inventories, he continued, affects customer service, economical production and profits.

The most common inventory objectives are good service to customers, level and profitable rate of production assuring steady employment; low financial investment, good vendor relations, and avoidance of obsolescence and scrap.

Unfortunately, while common objectives are simple and sensible, few companies have formal, long range policies or objectives upon which to base inventory decisions.

There can be little doubt that inventories are a problem when: inventories become a heavy investment burden; changes in inventory and production lag behind sales activity; or inventory adjustments cut back profits.

Angier points out that some of the causes of inventory imbalance are:

Lack of controlling policy or program; failure to delegate management responsibility; too much emphasis on historical information; inability to forecast accurately; inclination to hoard inventory; difficulty in coordinating sales, production and purchasing; need to accumulate inventories in advance of sales; and too many items in the line.

Examination, Then Recommendation

These are the areas where the distribution consultant works. Each point will be examined minutely, and expanded where appropriate. Then, and only then, recommendations applicable to specific items or procedures will be made.

The consultant will not be selling air freight. If he does his job well, he will not have to—in fact he can not.

If it means money in the bank for a concern to use swift transportation, the consultant will discover this fact. The rest will be up to management.

In one of the early moves to prove the theory that an effective system of distribution is worth having, American prepared a paper titled, *The Fourth Dimension In Apparel Merchandising.*

In the concluding paragraph of this paper is this statement: "Here then is the fourth dimension in apparel merchandising—reduced time in transit, which can be transmuted into extra sales on the one hand or lower merchandising costs on the other hand, which in turn brings added profits as an end result. This relationship of time to profit, an area hitherto little explored, offers new opportunities to the progressive merchant who is seeking to keep pace in today's fast changing retailing evolution."

The Fourth Dimension In Apparel Merchandising made its appearance in 1953.

It is no longer true for the apparel merchandising industry that "the relationship of time to profit is an area little explored." Nor is it true for the flower growers, or the electronics industry.

Real progress has been made in broadening the base of regular users of air freight, but there is still much to be done.

The logical avenue is through the traffic man's door.

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		23 50		Lv GRAND RAPIDS Ar					*07 00*
		00 28		Lv LANSING Ar					*08 29*
		00 10		Lv SAGINAW Ar					06 46
		00 45		Lv FLINT Ar					06 03
	23 00	01 55		Lv CLEVELAND Ar				*04 38*	04 35
21 28				Lv YOUNGSTOWN Ar					
23 30	00 15			Lv PITTSBURGH Ar			03 45	▶0356	
	04 23			Ar TAMPA Lv				23 50	
03 30		05 55	06 45	Ar MIAMI (EST) Lv		23 20	23 50		00 20

Italics indicate departure or arrival times of connecting flights.

Over 700 jet-powered flights daily

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WESTBOUND — EASTBOUND

821	841	831	861	815	Read Down	Read Up	860	830	830	840	815
23 10		23 45	From Norfolk	From Richmond	Lv NEW YORK, Newark (EST) Ar			02 25	03 14		To Norfolk
	23 30		0000◀	▶0050	Lv NEW YORK, LaGuardia Ar						
01 25				02 44	Lv PHILADELPHIA Ar			00 35		03 32	04 22
01 50			02 05	03 05	Ar WASHINGTON Lv		01 13	00 12			02 45
	01 28	01 49			Ar DETROIT Lv				23 50	▶0010	02 22
	02 00	▶0220			Ar DETROIT (EST) Ar		22 00		23 25	23 37	
	02 35				Lv CHICAGO, Midway (CST) Lv					22 59	
01 58				03 13	Ar CHICAGO, Midway Ar			22 10			00 20
				03 35	Lv MILWAUKEE Ar						23 59
		03 50		04 55	Ar MINNEAPOLIS/ST. PAUL (CST) Lv				22 00		22 45

PEOPLE

Hellmuth Klumpp has been named sales manager in Western Germany by the Air Express International Corp. AEI said its German organization will soon undergo further expansion. The international forwarder plans to establish new branch offices at Dusseldorf and Stuttgart.

At the Air Transport Association, **Selmer J. Ronnie** has been appointed assistant director of the military bureau; **Philip Archer** has been named special representative; and **Peter R. Keesling** succeeds Ronnie as manager of the troop movement section.

George Graham has been appointed Miami Station manager for ASA International Airlines. Graham will be in charge of ASA's Miami co-terminal, East Air Cargo Building No. 3, Miami International Airport.

Colonel Earl C. Hedlund, director of transportation, DCS/M, Headquarters United States Air Force, has accepted an invitation by the board of directors of the American Society of Traffic and Transportation, to become a founder member.

C. L. Slay, previously general sales manager for Alaska Airlines, has joined Continental Airlines as director of air cargo sales. He replaces **Elden D. Brown** who will become CAL's district sales manager in El Paso, Tex.

SLAY

GREENWAY

British Overseas Airways Corp. announces a major expansion of the cargo sales department. In line with the airline's increased emphasis on the development of cargo traffic, **Wilfred Greenway,** cargo sales officer, U.S.A., has been upped to cargo sales manager, U.S.A. In addition, cargo sales specialists have been appointed to the BOAC district sales offices in Boston, Washington, D.C., Detroit, Chicago and Dallas.

The new cargo sales representatives are **John C. Matthews,** Boston; **Paul W. Finnegan,** Washington, D.C.; **Richard C. Cochran,** Detroit; **Joseph M. Steiner,** Chicago, and **William C. Bucks, Dallas.** Their main duties will concern the development of new commodities and markets.

BOAC notes that the cargo sales offices in New York, San Francisco and Los Angeles will also be reinforced with cargo sales assistants in the near future.

Swissair reports several new appointments and promotions. **Andrew J. Duncan,** previously cargo supervisor, becomes cargo service manager. He will be responsible for the handling of cargo and company material within the airline's Idlewild station operation. **Joseph De Vito,** who joined Swissair in 1955 as a cargo agent, has been boosted to cargo supervisor in the import section. **James O'Brien** has been promoted to cargo supervisor in the carrier's export

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Use the immense cargo capacity of TWA's ever-growing Jet fleet to speed your shipment at home or abroad. With its mighty TWA Boeing 707s, TWA offers the only Jet-Freight service to European trading centers from all these major U.S. markets: San Francisco, Los Angeles, St. Louis, New York.

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section. He joined the company in June 1955 as a cargo agent.

Appointed to cargo sales representative were: **Svata Janouch, Max U. Wirz** and **James Z. Wisniewski.** Janouch and Wirz will cover New York City. Wisniewski will work out of Swissair's Detroit office and will be responsible for the development of cargo traffic in Michigan, and the area surrounding Toledo, Ohio.

The promotion of **Robert Blanks** to general sales manager has been announced by The Flying Tiger Line. Blanks, a former FTL regional manager, will transfer to the Burbank general offices from Detroit, where he will be succeeded by **Paul Finazzo,** who has been district manager in Detroit. **C. M. (Buck) Wolworth,** district sales manager in Milwaukee, takes over Finazzo's old post at Detroit.

Cesar Jayme, veteran Northwest Airlines cargo and passenger sales employe in Manila, has been named the carrier's Philippines sales manager. Jayme joined NWA in 1947 as cargo supervisor. Subsequently, he was named cargo supervisor and representative in 1952 and assistant district sales manager in Manila in 1956.

Lee M. Bright has been promoted to district sales manager for Airborne Freight Corp. in the San Francisco area. Bright will supervise direct selling activities in Northern California for Airborne and its subsidiary companies. He joined Airborne as a sales representative in 1957.

BRIGHT

DE MATLACHOWSKI

Francis De Matlachowski is the newly appointed cargo sales manager in North America for Irish International Airlines. De Matlachowski formerly held the same post with Sabena. In 1957, he served as midwest regional cargo manager for the Belgian carrier in Chicago after serving as assistant cargo manager for Sabena in New York City.

Charles W. Rinka has been appointed general traffic manager for freight in the American Express freight traffic department. He will be responsible for the development and operations of all air cargo through the offices of The American Express Company, Inc., and all other wholly owned overseas subsidiaries of the firm.

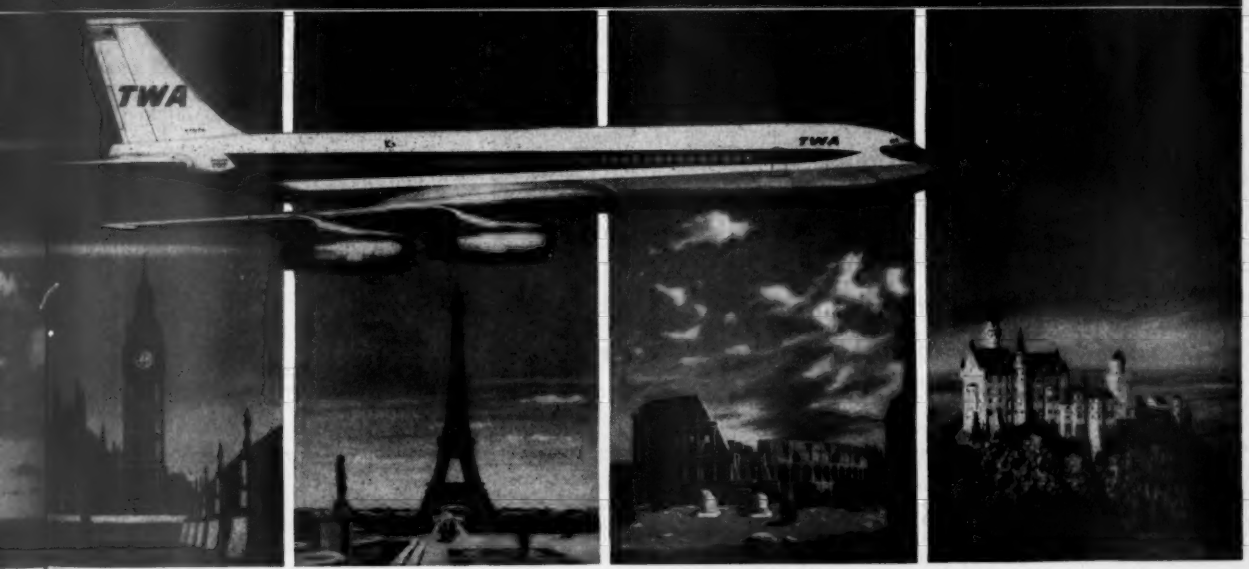
Rinka joined American Express in September, 1959. He was formerly traffic manager for Pan American World Airways in London.

William M. Aitken, district manager of the Airborne Freight Corp., has been elected president of the San Francisco Bay Area Chapter of the Air Cargo Association for 1960. He succeeds **James Dubey,** cargo supervisor, Pan American World Airways.

Other newly-elected officers are: **Paul Baer,** American Express International, 1st vice president; **Rafoul Massily,** Middle East Airlines, 2nd vice president; and **Vern Chase,** The Flying Tiger Line, 3rd vice president. Secretary-treasurer is **Amy Sanford,** Pan Am.

Joseph B. Kenney has been appointed district manager of Capital Airlines' operations in West Palm Beach, Fla. Also at Capital, **Walter M. McCormick** has been promoted to district manager in Clarksburg, West Va.

cross the U. S. and overseas



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CAB

IATA Cargo Rates Gain Tentative CAB Backing

The Civil Aeronautics Board has expressed tentative approval of the North Atlantic cargo rates announced by the International Air Transport Association at Honolulu last year. The rates are scheduled to go into effect April 1, 1960.

Reviewing the agreement adopted by IATA, the Board noted that general cargo rates would be maintained at the present level and a new volume rate would be introduced. CAB figures the volume rate will provide a 35% discount from the general cargo rate at the 500 kilogram weight-break.

"In addition," the Board observed, "substantially reduced commodity rates are proposed for 17 commodity items, the level being in the range of 15.5¢ to 22.0¢ per ton-mile." CAB conceded this level was relatively low, but said "that approval is warranted so as to afford the carriers an opportunity to test by experience the economic soundness of these rates in terms of the ability to attract a substantially increased volume of cargo traffic."

The Board pointed out that two of the commodity descriptions in the IATA agreement were unsatisfactory and unsuitable for tariff publication. The descriptions involved are: Item 1224, Leather and leather goods . . .; and Item 2198, Yarn, thread and fibers . . .

With an eye toward eventual approval, the Board called for comments on the IATA cargo resolutions by February 20. Forwarder disapproval was immediately apparent.

Air Express International Corp., in a letter to CAB, branded the over-500 kilo general commodity rates "pure window dressing." Attacking the proposed new commodity descriptions and rates, the large international air freight forwarder claimed the rates had "been set deliberately at approximately charter levels, obviously aimed at discouraging forwarders from chartering aircraft."

AEIC discounted the argument that the IATA rates were developmental, "since for the most part, they apply to a limited number of commodities for which very low rates already exist . . . There seems to be no scientific or business sense approach to the North Atlantic rates, except perhaps the theory that the wheel squeaking the loudest gets the most grease," AEIC said.

The big forwarder was especially critical on the absence of a multiple weight break system of general commodity rates. AEIC charged that "the present jumble of apparently unrelated commodity rates provide no opportunity for forwarders to put together consolidations much in excess of 100 pounds thereby limiting profit opportunity and incentives for the forwarders."

In closing, AEIC urged the Board to press for the elimination of all commodity rates, and to favor a multi-weight break system similar to that which currently exists on the Pacific.

Int'l Forwarder Decision Clarified By Board

Civil Aeronautics Board has clarified a provision in the new economic regulation governing U.S. international air freight forwarders. The provision, which was challenged by foreign flag carriers, would have imposed certain requirements on forwarders wishing to charter aircraft from the foreign airlines.

In clarifying the situation, the Board made it clear that the forwarders had the right to use the foreign flag carriers under substantially the same conditions and restrictions as the U.S. certificated airlines. Said CAB: "The provision in its present form may give rise to an issue of its consistency with the provisions of bilateral agreements presently in effect between the United States and certain foreign countries. It is the intention of the Board to extend this exception equally to all on-route forwarder charter operations of direct air carriers authorized to render unlimited scheduled air transportation between named points."

ATA Volumair Proposal Draws Supplemental Blast

Spokesmen for the scheduled airlines and the supplemental carriers clashed last month over Air Transport Association's plan to set up a commercial charter service known as Volumair.

The agreement, adopted by the Air Traffic Conference of ATA, provides for establishment of a clearing house which, when a scheduled member airline is unable to handle a domestic charter request, relays the customer's requirements to other Volumair members. Volumair reports back to the initiating carrier what airlift is offered and the customer and airline then work out the service.

In a letter to Civil Aeronautics Board, Clayton L. Burwell representing several supplementals, strongly opposed the ATA proposal. He described Volumair as "repugnant to antitrust prin-

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ciples," and said the ATA clearing house would "have an undue adverse effect on the supplemental air carrier industry."

Referring to the supplemental carriers' own Air Charter Exchange, approved by the Board last year, Burwell said existence of the Exchange was "not necessarily a valid reason for authorizing Volumair. Certainly," Burwell wrote, "the Board's denial of the vast majority of petitions by the supplementals for privileges granted to route carriers indicates an overwhelming precedent against the maxim of 'What's good for the goose is good for the gander'."

On its part, ATA contends that the supplementals' Exchange goes much further than Volumair. There is nothing in Volumair on dividing existing traffic or allocating it to members, and the whole approach is toward making charter service more convenient and thus generating more traffic, ATA contended.

Meanwhile, the Board, last month, was scheduled to study the Volumair issue for itself at oral argument.

Rail-Air Tie-Ins Opposed By Board

Civil Aeronautics Board is opposing any legislation which would permit railroads or other surface carriers to freely enter into air transportation. The Board's objections were entered with the House Commerce Committee.

Several bills are pending in the House to remove the restraints placed on surface carriers in the Federal Aviation Act. The railroads have maintained before the House group that: There is no remaining public interest to prevent common ownership of rail, motor, air, or water operations.

Replying, CAB told the subcommittee "that the present congressional policy, which seeks the overall development of air transportation independent of other transportation interests, is a sound policy and should not be abandoned."

Emery Receives Go-Ahead To Form French Subsidiary

Emery Air Freight Corp. has gained Civil Aeronautics Board approval to form a French subsidiary, Emery International, which would be wholly-owned by Emery, except for qualifying shares held by certain individuals. Emery, an international air freight forwarder, formed the French subsidiary to meet various technicalities of French law which might have otherwise blocked the company's activities as an air freight forwarder in France.

In approving the new subsidiary,

STARTING APRIL 1st

LOWEST AIR FREIGHT RATES IN HISTORY

FROM AND TO NEW YORK, BOSTON, MONTREAL

COMMODITY	CITY	RATE PER LB.	MINIMUM WGTS. IN LBS.
Automobiles & Agricultural Machinery & Parts	London	.32	100
		.30	2200
	Milan-Turin	.33	100
	Geneva-Zurich	.30	2200
	Rome	.34	100
		.31	2200
Adding and/or Computing Machines & Parts	London	.32	100
		.30	6600
	Milan-Turin	.33	100
	Geneva-Zurich	.30	6600
	Rome	.34	100
		.31	6600
Radio, TV and Comb. Radio TV & Radio Phono. Electrical Household Appliances & Parts.	London, Milan-Turin, Geneva-Zurich, Frankfurt	.36	100
	Rome, Madrid	.37	
Scientific, Dental Precision & Surgical Instruments and Parts Optical Goods	London, Milan-Turin, Geneva-Zurich, Frankfurt	.37	100
	Rome	.38	

These are only a few samples of the numerous new lower specific commodity rates available in Alitalia's international air cargo tariff. In addition to these reductions, general commodity rates have been lowered to offer you a 35% discount for minimum weights of 1100 pounds per shipment. You can reserve space on all Alitalia flights for your cargo shipments.

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For flight schedules and air cargo memorandum tariff, contact your agent or your local ALITALIA office. Or write ALITALIA Airfreight, 666 Fifth Avenue, New York 19, N. Y.

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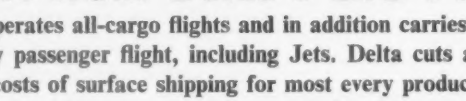
. . . so we use Delta Air Freight"

A day lost can cost its customers up to $10,000 so Hughes Tool Co. of Houston, Texas, relies on Delta to rush vital equipment to the field.

"Customers phone us from the 4 corners of the globe," says N. E. Cloud, Traffic Manager. "When an oil rig is idle, the loss in production can mount to thousands of dollars a day. We meet these emergencies easily by shipping field equipment by air freight. Delta plays a major role in helping us keep customers satisfied."

Profit from Delta's BIG PLUS

Delta operates all-cargo flights and in addition carries freight on every passenger flight, including Jets. Delta cuts a dozen hidden costs of surface shipping for most every product under the sun . . . gives you next-day delivery to boot!



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GENERAL OFFICES: ATLANTA AIRPORT, ATLANTA, GEORGIA

CAB saw "no detriment to the promotion of Emery's forwarding service as a result of the acquisition. Nor," said CAB, "does it appear that the acquisition will in any way be adverse to the public interest, jeopardize another air carrier, result in the creation of a monopoly, or otherwise restrain competition."

Two Forwarders Lose Operating Authority

Civil Aeronautics Board has revoked the operating authorization of two air freight forwarders—H. G. Ollendorff and Republic Air Freight. The Board found that the two forwarders had failed to perform interstate air transportation services for a period of two years. Authorizations were revoked without prejudice.

Additional Cargo Talks Approved In Caribbean

Civil Aeronautics Board has authorized certain Latin American carriers to hold additional discussions on cargo rates in the Caribbean area, until March 15, 1960. CAB pointed out that the competitive situation which has existed for a number of years in the Caribbean area, with the consequent possibility of uneconomic reductions in cargo rates continues and that this potential instability in rates could, in turn, have a serious adverse effect upon the financial position of the carriers concerned. "For this reason," CAB said, "we have concluded that further discussions looking toward rate stability in this area are warranted."

CAB BRIEFS

Civil Aeronautics Board has allowed **Regina Cargo Airlines,** a supplemental carrier, to change its name to **Imperial Airlines.**

Pan American World Airways and **Braniff Airways** have been cleared by the Board to serve Brasilia, the new capital of Brazil.

The Board has turned down an exemption application by **Riddle Airlines** to provide cargo-mail service between Los Angeles and San Francisco.

Seaboard & Western, Pan American and **Trans World** airlines have received renewed exemption authority to serve McGuire Air Force Base, New Jersey and Dover Air Force Base, Delaware for the carriage of property moving on government bills of lading. Authority was extended until October 1, 1960.

Carrier Round-Up

Qantas Airways, during the June-November "season" last year, carried 18½ tons of orchids overseas, a 25% increase over the same period in 1958. The number of orchids shipped totaled 700,000 blooms, of which 500,000 arrived in this country and 200,000 in the United Kingdom and Europe.

In shipping the orchids by air, Qantas packs 130 blooms to a large box. Each bloom has its stem in an individual test tube of water. Cushioned by layers of shredded paper, the orchid is separately laced to the bottom of the box to prevent bruising.

East African Airways carried 2270.3 tons of cargo in 1959, up 10.7% over 1958. Mail increased 12.1% to 537.5 tons.

Irish International Airlines is the new name for Ireland's national air carrier. James O. Leet, the carrier's vice president in North America, explained: "With steadily increasing business over the North Atlantic and additional service to more cities in Europe, we felt that the former name—Irish Air Lines—did not properly indicate the scope of our operations."

Air India, on May 14, will become the first airline of an Asian country to schedule flights across the Atlantic to the U.S. east coast. Initial schedules call for three weekly nonstop Boeing 707 jet flights in each direction between New York and London.

Lufthansa, this month, will begin nonstop Boeing 707 jet service between New York and Frankfurt, Germany. Schedules call for daily jet flights from New York to Germany, and in May, twice weekly jet flights originating in Chicago and San Francisco.

Panagra flew 5,900,000 revenue ton miles of freight during the 12 month period ending December 31, 1959 as compared to 5,122,000 the previous year.

Air Express International Corp. has opened a West German headquarters at the airport serving Frankfurt. The Frankfurt facility, under the direction of Hans Doelter, is performing full customs brokerage services.

United Air Lines, in 1959, carried 75,209,000 ton miles of freight for an 11% increase over 1958. Mail ton miles reached 33,055,000 for a 1% increase and express ton miles were up 9% to 12,001,000.

Hawaiian Airlines, in 1959, carried more than 21 million pounds of air cargo between the islands. In December, the airline flew more than 2 million pounds of freight for a 12.2% increase over the same month in 1958.

Trans World Airlines, during the fourth quarter of 1959, chalked up over 4,466,000 scheduled international cargo ton miles for a 146% increase over the corresponding period in 1958. Domestic freight ton miles, in the fourth quarter, increased 79% to 10,276,000.

The Flying Tiger Line is flying two trips a week from New York to Europe under a contract for Lufthansa, the German airline. Contract has been extended through June 30, 1960.

Seaboard & Western Airlines has opened a new sales office in Austria, at 8 Bismarckstrasse, Linz/Donau. J. Rosa will manage the office.

Air France has begun nonstop Boeing 707 jet service between New York and Paris. Daily flights leave New York at 7:00 p.m. and arrive in Paris at 7:45 a.m.

Air cargo flies with passenger speed throughout the Americas on Braniff. With these advantages for you:

- Reduces need for costly inventories
- Helps meet peak demands and sudden market changes
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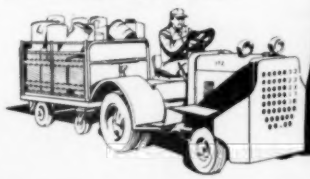
- Provides better customer service

All Braniff flights (including the new BOEING 707-227 El Dorado Super-Jets and jet-power Electras*) carry air freight, air express and air mail. For swift, on-time delivery to 51 cities in the U.S.A. and 10 in Latin America, get in touch with your nearest Braniff office or freight forwarder.

*propeller aircraft



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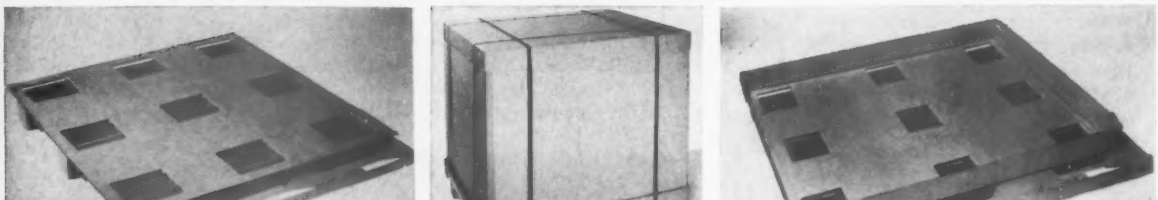


Left to right: Frame Pallet; Frame Pak, based on the skirted Pallet; and the Frame Tray, a Pallet with a skirt.

Marso Markets New Line Of Expendable Pallets, Trays

Marso Pallets, Inc. has developed what is considered a practical application for corrugated paper pallets, called the Frame Family, which includes pallets, trays and packs designed to overcome the serious flaws so often found in expendable corrugated paper pallets. Some of the advantages and important features offered by the use of the Frame Family are: light weight, collapsible, rapid assembly, safe handling, low cost, custom engineering, no maintenance and easily disposed of.

The frame pallet is corrugated paperboard, with 4-way entry made in standard sizes as well as odd sizes to specific requirements. The frame tray is identical in design to the frame pallet, but with an additional feature, a skirt around the deck. The skirt is part of the deck, making it rigid and self-contained. The frame pak uses the frame tray as a base, receiving a sleeve within its skirt and topped by a telescoping cover, for use in bulk and self-unitized shipments. The frame pak can also be supplied with an additional bottom liner.

For additional information, write to Marso Pallets, Inc., 101 Cedar Street, New York 6, N. Y.

Mobile Storage Racks Free Needed Floor Space

Dolin Metal Products, Inc. has manufactured a mobile storage system for industrial stock parts at Air Reduction Sales Company's plant in Union, New Jersey.

AIRCO stores over 25,000 welding equipment parts, ranging from buckshot size to multi-ton units. The original fixed row of shelving of 24,000 square feet was converted to the Dolin Mobile Storage System that requires only 11,000 square feet for the same parts volume. The system also allows for elimination of aisles, by mounting the shelving individually or in pairs on steel mobile bases equipped with special ball bearing wheels. The mobile units are placed in rows some 59 feet long, three deep in front of a rear fixed (non-mobile) row of shelving with only a three-inch clearance.

Of the reclaimed area, 4500 square feet was immediately put to use for additional production. In addition, finished packaged products are stored with the components for manufacturing in the one central storage area permitting one stock picker to service both types of items.

The company estimates the installation will pay for itself in three years from the floor space savings alone.

For additional details, write Mobile Storage Division, Dolin Metal Products, Inc., 315 Lexington Avenue, Brooklyn 16, New York.

Scale Equipped Industrial Truck

Lewis-Shepard has developed a new portable scale truck. The two in one process expedites work on commodities that are to be moved and weighed, and permits a reduction in the number of handlings. The hydraulic foot-lift truck has a 3000 pound capacity and is built with special lifting angles to hold the scale.

For further information on the Portable Scale Truck, write Lewis-Shepard Products, Inc., Department R-10-3, 125 Walnut Street, Watertown 72, Mass.

New Telephone Set-up Speeds AEIC Service

Air Express International Corp. has installed a system which speeds up air freight communications by 80%. Called the "Call Director" the new system has been described as the most advanced and flexible telephone set-up available to business today. It employs a multitude of pushbuttons that form part of a compact unit which takes up only a small corner of a desk. It is capable of performing a number of functions—call holding, multi-line pick-up, signaling, inter-office communications, and conference arrangements. The AEIC has a set-up for 13 trunk lines, two airport telephones, and a direct tie-in with the executive offices.

Mr. John S. Buckman, AEIC's station manager has estimated that the

Call Director has enabled his large staff to step up communications with shippers, airlines and other AEIC personnel at the airport or at the executive office by approximately 80%. Such installations have, in each case, effectively contributed to the reduction of the ground time required for the processing of exports and imports, and have given a greater measure of speed to the delivery of airborne consignments.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

TECHNICAL LITERATURE

Executive Decision Decider

A spoof on management's ability to make decisions has been developed by Mercury Service Systems, Inc. Called the "Executive Decision Decider," the gadget can be used by people of little or no experience. Mercury, with tongue in cheek, says the purpose of the device is to give our messenger service, air freight, and rush trucking customers an efficient and effective means of solving major problems, so that more time can be spent on insignificant details.

The Decider consists of a card mounted spinner. On the card are 32 numbers, keyed to a master list, which indicates what action is to be taken. If the spinner stops at 15, for example, the Decider instructs: "Check if it is deductible."

Copies of this happy little promotion may be obtained by writing to Irving Seiden, Mercury Service Systems, 461 Fourth Avenue, New York 16, N.Y.

Acronyms Dictionary

Gale Research Co. has compiled an acronyms dictionary containing more than 12,000 listings. *Acronyms Dictionary* is a guide to alphabetic designations for associations, societies, nonprofit organizations, business firms, military and general terms plus various other segments of society.

Some organizations are better known by acronym than by their official title. For example: CARE—Cooperative for American Remittances to Everywhere; JEEP—General Purpose Truck, and the new model, MUTT—Military Utility Tactical Truck.

The 192-page dictionary is being marketed by Gale Research, 34th Floor, Book Tower, Detroit 26, Mich. The price is $10.

Booklet On Pilferage

What to do until the detective comes is carefully covered in a new booklet titled *Combatting Thefts from Shipments* available from the Federal Bureau of Investigation. The nine-page booklet explains in detail FBI's jurisdiction over thefts in interstate traffic and describes exactly what steps should be taken if a theft occurs. In addition there are a number of suggestions on the ways of preventing thefts.

Copies of the booklet may be obtained without charge from FBI field offices or from the Federal Bureau of Investigation, Washington 25, D.C.

GBL Handbook Explains New Forms

A handbook describing the new Government Bill of Lading and explaining how the GBL is to be used has been issued by the General Services Administration. The 44-page booklet is aimed at shipping and receiving personnel, warehouse employes, billing clerks—all government personnel who are concerned with the preparation or processing the forms involved with government shipments. Though prepared by the government for the government, the handbook makes a very good guide for non-government people who have to work with GBLs. In addition to showing block by block samples of how the forms are treated, the booklet explains why the information requested is required.

Copies of the booklet are available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., at 35¢ per copy. Ask for *How To Prepare And Process U.S. Government Bills Of Lading.*

New Air Mail, Air Parcel Post Chart

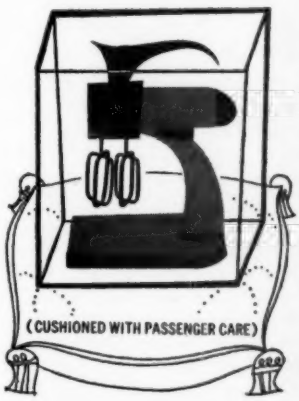
The Air Mail Committee of the scheduled airlines has made available a newly revised Air Parcel Post and Air Mail Rate Chart. The chart has three parts: domestic air mail rates, domestic air parcel post rates, and international air parcel post and air mail rates. Also included are: special delivery rates; c.o.d. charges; insurance fees and certified mail rates; plus registered mail rates.

For copies of the Air Parcel Post and Air Mail Rate Chart, contact the Air Transport Association of America, 1000 Connecticut Ave., N. W., Washington 6, D. C.

Ramp And Dockboards Described In Brochure

A new brochure has been published by Magnesium Products of Milwaukee. The brochure provides engineering data and charts for specifying mag-

SAS
AIR CARGO



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nesium dockboards and ramps to fit all rail and truck uses. Included are detailed instructions for determining axle capacity, width and allowances, crown and bend degrees, underclearances, locking range, park-out dimensions, height-differentials and span sizes. The booklet illustrates both standard and job-engineered adaptations.

For copies, write for Bulletin No. TR-656, Magnesium Products of Milwaukee, 740 N. Plankinton Avenue, Milwaukee 3, Wisconsin.

Harrington Catalog Lists Overhead Hoists

A new catalog offered by The Harrington Company describes a full line of hoist products for overhead handling of loads from ¼-ton through 60 tons. The catalog covers more than 20 different kinds of cranes, hoists, and specialty and accessory items in the Peerless line.

A safety latch—Harrington's most recently introduced product, is noted, explaining converting of standard hooks to safety hooks in minutes. Also covered are trip hooks, shock springs, monorail hangers and special sheaves.

For a copy of the catalog, write The Harrington Company, Plymouth Meeting, Pa.

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Prefabricated Racks For Materials Storage

Storage Products Corp. has released its new bulletin of material storage rack installations. The bulletin, with over a dozen photographs, illustrates space and labor saving storage racks for tools, dies, furniture, mattresses, auto body trim materials or any palleted merchandise.

A copy of the brochure on Speedrack prefabricated material storage racks can be obtained by writing Storage Products Corporation, 4418 Oakton Street, Skokie, Ill.

In-Place-Foaming Packaging Methods, Costs Described

Air Force research has released to industry a report indicating that Polyuethane cushioning has become so cheap and the foaming-in-place techniques so simple that manufacturers can consider molding their own packaging for delicate materials.

The report was released through the Office of Technical Services, Business And Defense Services Administration, U.S. Department of Commerce. It is titled *Materials, Techniques, and Economics of Foamed-In-Place Polyurethane Cushioning For Packaging.* (Order PB 151831 from OTS, U.S. Dept. of Commerce, Washington 25, D.C. Price is $1.)

Another report, *An Evaluation of Some High-Density Polyethylene Jars for Storage and Shipment of Small Parts,* is also available (Order PB 151847 from OTS, U.S. Dept. of Commerce, Washington 25, D.C., Price 50¢).

ON THE DOCKET

MARCH

ATA Cargo Forms & Procedures Committee, President Hotel, Kansas City, Mo., March 1-2.

ATA Agency Committee Meeting, ATA Conference Room, Washington, D.C., March 8-11.

ICAO Fifth North-Atlantic Ocean Stations Conference, The Hague, Holland, March 17-29.

Industrial Packaging Short Course, Purdue University, Lafayette, Ind., March 21-April 1.

ATA Air Mail Committee, Drake Hotel, Chicago, Ill., March 22-23.

The Material Handling Institute, Inc., Pittsburgh Hilton Hotel, Pittsburgh, Pa., March 28-29.

Association of Lift Truck and Portable Elevator Manufacturers, Pittsburgh Hilton Hotel, Pittsburgh, Pa., March 28.

APRIL

1960 German Aviation Show, Hanover Airport, Hanover, Germany, April 24-May 3.

Air Freight Forwarders Association, Annual Dinner Meeting, Waldorf Astoria Hotel, New York, N.Y., April 8.

ATC Meeting, Muchelbach Hotel, Kansas City, Mo., April 26-28.

MAY

Aviation Writers Association, Annual Meeting, Ambassador Hotel, Los Angeles, Calif., May 1-4.

3rd Western Regional Material Handling Show and Packaging Cavalcade, Great Western Exhibit Center, Los Angeles, Calif., May 11-13.

City of Philadelphia Aviation Day, Philadelphia International Airport, Philadelphia, Pa., May 29.

JULY

Western Packaging & Materials Handling Exposition, Pan Pacific Auditorium, San Francisco, Calif., July 19-21.

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AIR CARGO GUIDE SECTION - MARCH, 1960

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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UMI

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
- ⓕ indicating freight service only or
- indicating express service only.

CARRIERS. The two letter code of carrier providing service for each city is designated. Each carrier provides express and freight service unless noted by
- ⓕ indicating freight service only or
- ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city **without advance arrangement.** HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by
- A—available at airport and in city
- C—available in city only.

CUSTOMS FACILITIES.
- A—available at airport only
- C—available in city only
- AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) **RATES.**

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP	See Pinehurst, N. C.									
ABERDEEN, S. D.	ABR	NO	Baldwin 5-5463	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	HOH	WC	GEneral 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	CO	OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH	CN	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AINSWORTH, NEB.	ANW	FL	373	3	200			DEN		No Service Available	
AKRON, OHIO	CAK	AA	TYler 6-2315	9	250	C	A	AC		.65	1.75
		CA	TYler 6-2303	3,4	250	C	A	AC		.65	1.75
		EA	TYler 6-2344	9,19	200	C	A	AC		.65	1.75
		FT	TYler 6-2353	Served Through Cleveland, Ohio						.50	1.50
		UA	TYler 6-2361	6	200	C	A	AC		.65	1.75
ALAMAGORDO, N.M.	HMN	CO	HEmlock 7-5710	22	200	C	A	KLP		.50	1.10
ALAMOSA, COLO.	ALS	FL	JU 9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	NE-2-0525	9,19	200	C	A	DEN		.45	.95
		SO	NE-6-2418	3	100	C	A	DEN		.45	.95
ALBANY, N.Y.	ALB	AA	UNion 9-5321	9,5	500	C	C	AC	G	.60	1.40
		EA	UNion 9-5361	7,8,19	200	C	C	AC		.60	1.40
		FT	ALbany 4-8223	Served Through Newark, N.J.						.60	1.40
		MO	Union 9-5339	9,3	200	C	C	AC		.60	1.40
		TW	Union 9-5379	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC	PLasa 3-4232	3	150	C	A	PDX		No Service Available	
ALBUQUERQUE, N.M.	ABQ	CO	CHapel 2-5219	3,22	200	A	A	KLP	G	.40	.85
		FL	CHapel 7-1473	3,9	200	A	A	KLP		.40	.85
		TW	3-1705	8,7	250	A	A	KLP		.40	.85
ALEXANDRIA, LA.	AEX	DL	4471	9,3	300	C	C	BTR		.60	1.20
		TT								.60	1.20
ALLENTOWN, PA.	ABE	EA	CO-4-0597	19	200	A	A	PHL	G	.50	1.35
		TW	COngress 4-0597	19	400	A	A	PHL		.50	1.35
		UA	COngress 4-0512	6	200	A	A	PHL		.50	1.35
ALLIANCE, NEB.	AIA	FL	353	3	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MRF	TT								No Service Available	
ALTOONA, PA.	AOO	AL	HO-5-2044	3	150	C		PIT	G	.55	1.75
A AND M COLLEGE, TEX.	—	See Bryan, Tex.									
AMARILLO, TEX.	AMA	BN	DR-6-9373	9,10,52	500	C	C	DAL	G	.80	1.35
		CN	DRake 3-5830	3	200	C	C	DAL		.80	1.35
		CO	DR 3-4326	22	200	C	C	DAL		.80	1.35
		TW	DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF. ⓕ	ANA	LX		20	200	C		LAX		Los Angeles Area	
ANCHORAGE, ALASKA	ANC	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
		CD ⓕ		3		A	A	AC			
		NW	41661	6,10,15A	2000	A	A	AC		1.00	2.00
		PN	27531	16,4,8		A	A	AC		1.00	2.00
ANDERSON, S.C.	AND	EA	CA-4-0231	19	200	C	A	ATL	G	.35	.75
ANN ARBOR, MICH.	—	See Detroit, Mich.									
ANNETTE ISLAND, ALASKA	ANN	PAA	ADams 6-8238	11	1500						
ANNISTON, ALA.	ANB	SO	ADams 6-8238	3	100					No Service Available	
APPLE VALLEY	APV	BL	Apple Valley 7-7209	3	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW	NO	REgent 9-1133	3	200					No Service Available	
ARCATA, CALIF.	ACV	PC								No Service Available	
ARDMORE, OKLA.	AFD	CN	141	3	200	C	C	DAL		No Service Available	
ASHEVILLE, N.C.	AVL	CA	2-2404	3	150	A	C	INT	G	.60	1.20
		DL	AL-2-7601	3	200	A	C	INT		.60	1.20
		FL	AL 25061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	EA, PI								Apply Huntington Rates	
ASHLAND, WISC.	ASX	NA	MUrdock 2-6653	3	200					No Service Available	
ASTORIA, ORE.	AST	WC	WAlnut 1-2551	3	150	C	A	C		No Service Available	
ATHENS, GA.	AHN	SO	LI-81364	3	100	C	A	ATL		.65	1.35
ATHOL, MASS.	ORE	See Orange, Mass.									
ATLANTA, GA.	ATL	CA	POplar 1-8811	3,22,8	250	A	A	C		.50	1.55
		DL	POplar 6-5315	15,9,3,5,10,8,19,1-A,53	6000	A	A	C		.50	1.55
		EA	PO-7-0221	7,8,16,10,19,52,9	500	A	A	C		.50	1.55
		NW	POplar 7-9758	10,6,52	200	A	A	C		.50	1.55
		RD	POplar 6-2711	1	6000	A	A	C		.50	1.35
		SO	POplar 6-5321	3	200	A	A	C		.50	1.55
		TW	POpular 6-9655	7	250	A	A	C		.50	1.55
ATLANTIC CITY, N.J.	ACT	AL	Pleasantville 2458	3,19	150	A	A	PHL		.55	1.10
		EA	Pleasantville 2500	19	200	A	A	PHL		.55	1.10
AUBURN, ME.	LEW	See Lewiston, Me.									
AUGUSTA, GA.	AGS	DL	2-8814	9,3	300	C	A	ATL	G	.75	1.50
		EA	2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	Mayfair 2-1351	3	200	A	C	PWM		.50	1.00
AUSTIN, TEX.	AUS	BN	HO-5-5461	5,9	200	A	C	SAT	G	.50	1.25
		CO	HO-5-6515	3,22	200	A	C	SAT		.50	1.25
		TT	HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P.Q.	YBC	QBA		3	400						
BAKER, ORE.	BKE	WC	ZEnith 461	3	150	C	C	PDX		No Service Available	
BAKERSFIELD, CALIF.	BFL	UA	EXport 9-2921	9	200	A	C	LAX	G	.40	.95
		PC	EXport 9-1771	3,19	200	A	C	LAX		.40	.95
BALTIMORE, MD.	BAL	AA	SAratoga 7-3210	9,15,50A,9	6000	A	A	C	G	.75	1.60
		AL	Southfield 1-1300	3	150	A	A	C		.75	1.60
		CA	SAratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL	SOuthfield 6-2100	8	200	A	A	C		.75	1.60
		EA	MUlberry 5-7718	19,8,10	200	A	A	C		.75	1.60
		NA	Southfield 1-0603	19,6	200	A	A	C		.75	1.60
		NE - (Service Suspended)									
		PAA	MU 5-1630	6	600	A	A	C		.75	1.60
		RD - (Service Suspended)									
		TW	SOuthfield 1-1500	8,19,50	400	A	A	C		.75	1.60
		UA	SOuthfield 6-7600	9,53	300	A	A	C		.75	1.60

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
BANGOR, ME.	BGR	NE.	7314	3	200	A	A	C	. . .	.50	1.00
BAR HARBOR, ME.	BHB	NE Seasonal	Normandy 7-2573	3	200	C	. . .	C	. . .	No Service Available	
BARRE, VT.	MPV	See Montpelier, Vt.								Seasonal	
BARTLESVILLE, OKLA.	BVO	CO.	FEderal 6-7147.	3	200	C	C	MKC	. . .	.55	1.10
		CN.	636	3	200	C	C	MKC	. . .	.55	1.10
BASIN, WYO.	GEY	See Greybull, Wyo.									
BATON ROUGE, LA.	BTR	DL.	Elgin 5-4491.	9,3	300	C	C	C	G	.55	1.25
		EA.	EL 5-2581	19,9	200	C	C	C	. . .	.55	1.25
		SO.	EL 7-1488	3	100	C	C	C	. . .	No Service Available	
BATTLE CREEK, MICH.	BTL	NO.	WOodward 3-1541	3,9	200	A				.50	1.00
BAY CITY, MICH.	MBS	See Saginaw, Mich.									
BEAUFORT, N.C.	MRH	See Morehead City, N.C.									
BEATRICE, NEB.	BIE	FL.	CA 3-5312	3	200			OMA	. . .	No Service Available	
BEAUMONT, TEX.	BPT	DL.	TE-5-7541	9	300	C	A	C	G	.55	1.50
		EA.	TE-5-4573	19,9	200	C	A	C	. . .	.55	1.50
		TT.	TE-5-1425	3	150	C	A	C		.55	1.50
BECKLEY, W. VA.	BKW	FL.	CLifford 2-2314	3	100	C	C	CVG	. . .	No Service Available	
BEEVILLE, TEX.	NIR	TT.	FL-8-4727	3	150	C				No Service Available	
BELLEFONTE, PA.	PSB	See Philipsburg, Pa.									
BELLINGHAM, WASH.	BLI	WC.	REgent 4-4800	3	150	C	C	AC	. . .	No Service Available	
BELLOIT, WIS.	JVL	NO.	EMerson 5-3473	3	200	C	C		. . .	No Service Available	
BEMIDJI, MINN.	BJI	NO.	PLaza 1-5009	3	200	C	C		. . .	No Service Available	
BEND, ORE.	RDM	WA.	LIncoln 8-2118	3	150	C	C	PDX	. . .	No Service Available	
BENTON HARBOR, MICH.	BEH	NO.	WA 7-3118	3	200	C	C		. . .	No Service Available	
BERLIN, N.H.	BML	NE Seasonal	Milan 2011.	3	200	A		LWM	. . .		
BERMUDA	BDA	EA.	5951.	8,10.	200			A	. . .		
		PAA	1055.	6,10,50	600			A	. . .		
BETHLEHEM, PA.	ABE	See Allentown, Pa.									
BIG SPRING, TEX.	BGS	CO.	AMhurst 4-8971	3	200	C	C	SAT	G	.40	1.00
BILLINGS, MONT.	BIL	FL.	ALpine 2-3466	3	200	A	A	GTF	G	.50	1.25
		NW.	ALpine 2-7161	4,6,11.	300	A	A	GTF	. . .	.50	1.25
		WA.	ALpine 2-5161	6	200	A	A	GTF	. . .	.50	1.25
BILOXI, MISS.	—	See Gulfport, Miss.									
BINGHAMTON, N.Y.	BGM	EA.	9-1544.	19.	200	C	C	SYR	G	.45	.95
		FT.	Binghampton 9-1591	23.	10000	C	C	SYR	. . .	.50	1.00
		MO.	7-1263.	9,3	200	C	C	SYR	. . .	.50	1.00
		TW.	9-1576.	19.	250	C	C	SYR	. . .	.50	1.00
BIRMINGHAM, ALA.	BHM	CA.	WOrth 1-6192	3,22,8.	250	A	A	C	. . .	.60	1.20
		DL.	LYric 2-9605	9,5,7,1-A	2000	A	A	C	. . .	.60	1.20
		EA.	WO-1-4631	8,7,19,9,10.52.	200	A	A	C	. . .	.60	1.20
		SO.	WO-1-3737	3	100	A	A	C	. . .	.60	1.20
BISBEE, ARIZ.	DUG	See Douglas, Ariz.								No Service Available	
BISMARK, N.D.	BIS	FL.	CA-3-3272	3	200	A	A	MSP	. . .	No Service Available	
		MO.	CApital 3-5640	3	200	A	A	MSP	. . .	No Service Available	
		NW.	CApital 3-7400	4,6	200	A	A	MSP	. . .	No Service Available	
BLOOMINGTON, ILL.	BMI	OE.	5-2840.	3,5	200					.45	1.25
BLOOMINGTON, IND. ®	BMG	LC.	Valley 5-2611	3	200	C					
BLUEFIELD, W. VA.	BLF	FI.	DAvenport 7-6141.	3	100	C		INT	G	.50	1.00
BLYTHE, CALIF.	BLH	BL.	16-F-3	3	200	C	C	SAN	. . .	No Service Available	
BOGALUSA, LA.	BXA	SO.	REgent 5-6343	3	100					No Service Available	
BOISE, IDA.	BOI	UA.	Boise 3-2521	9,5,6,10.	400	C	A	SFO	G	.40	.85
		WC.	Boise 3-3661	3	150	A	A	OMG	. . .	.40	.85
BORGER, TEX.	BGD	CN.	BRoadway 3-2818	3	200	C	A	DAL	. . .	No Service Available	
BOSTON, MASS.	BOS	AA.	LIberty 2-5470	9,5,15,10,52,50A	6000	A	A	AC	G	.70	1.40
		AET	HUbbard 2-2025	7	550						
		AF.	COpley 7-5350	7	200	A	A	AC	. . .	.70	1.40
		AE.	HAncock 6-2373	10.	440	A	A	AC	. . .	.70	1.40
		BA.		11,8.	1100	A	A	AC	. . .	.70	1.40
		BOAC			220						
		EA.	LOgan 7-6466	8,7,19,10,52.	200	A	A	AC	. . .	.70	1.40
		FT.	LOgan 7-6161	23.	10000	A	A	AC	. . .	.55	1.25
		MO.	E. Boston 7-6600	9,3	200	A	A	AC	. . .	.70	1.40
		NA.	LOgan 7-7600	9,5,6,52	400	A	A	AC	. . .	.70	1.40
		NE.	LOgan 7-8300	3,6,22.	200	A	A	AC	. . .	.70	1.40
		PAA	HU 2-1747	6,10,50	600	A	A	AC	. . .	.70	1.40
		RD (Service Suspended)		1	6000	A	A	AC	. . .	.70	1.40
		TC.	LIberty 2-6070	22A	200	A	A	AC	. . .	.70	1.40
		TW.	COpley 7-7225	8,19.	400	A	A	AC	. . .	.70	1.40
		UA.	LOgan 7-4300	3,10,6,15	6000	A	A	AC	. . .	.70	1.40
BOULDER CITY, NEV.	BLD	See Las Vegas, Nev.									
BOWLING GREEN, KY.	BWG	EA.	VI-2-1601	19,9.	200	A	A	BNA	G	.35	.30
BOZEMAN, MONT.	BZN	NW.	JUniper 6-6026	4	200	C	C	GTF	. . .	No Service Available	
BRADENTON, FLA.	SRQ	See Sarasota, Fla.									
BRADFORD, PA.	BFD	AL.	2-3551.	3,19.	150	C				.55	1.50
BRADY, TEX.	BBD	TT.	2110	3	200	C				No Service Available	
BRAINERD, MINN.	BRD	NO.	5531.	3	200	C	C		. . .	No Service Available	
BRANDON, MAN.	YBR	TC.	5328.	3	200	C	C	C	. . .	.30	1.00
BRECKENRIDGE, TEX.	BKD										
BRIDGEPORT, CONN.	BDR	AA.	EDison 7-1279	9	500	A		C	G	.60	1.35
					6000 via LGA)						
		NY.		19.	200					.60	1.35
BRISTOL, VA.	TRI	CA.	SOuth 2510.	3	150	C	C	INT	G	.50	1.10
		FI.	SOuth 4-2123	3	100	C	C	INT	G	.50	1.10
BROOKINGS, S.D.	BKX	NO.	MYrtle 2-2721	3	200	A	C	OMA	. . .	No Service Available	
BROWNSVILLE, TEX.	BRO	BM.	LIncoln 2-7431	9	200	A	A	AC	. . .	.35	.75
		EA.	LI-6-1694	9	200	A	A	AC	. . .	.35	.75
		PAA	2-5360	6	500	A	A	AC	. . .	.35	.75
BROWNWOOD, TEX.	BWD	TT.	6882	3	150	C		DAL	. . .	No Service Available	
BRUNSWICK, GA.	SSI	DL.	107	3	200	C	C	C	G	.40	.85
		EA.	MElrose 8-3861	19.	200	C	C	C	G	.40	.85
BRYAN, TEX.	CLL	CO.	VI-6-2289	3	200	C	C	SAT	G	.55	1.10
BUFFALO, N.Y.	BUF	FLa.	Plaza 6007	9,5,15,10,52.	6000	A	C	AC	G	.90	1.65
		AL.	Spring 4800	3	150	A	C	AC	. . .	.90	1.65
		CA.	Plaza 2240	3,4,8,22.	250	A	C	AC	. . .	.90	1.65
		FT.	Plaza 3071	Served through CLE/BOM	10000	A	C	AC	. . .	.90	1.65
		LC®	Spring 8282	3	200	A	C	AC	. . .		
		MO.	Plaza 3000	9,3	200	A	C	AC	. . .	.50	1.65
BURBANK, CALIF.	BUR	See Los Angeles, Calif.									
BURLEY, IDA.	BYI	WC 850A	ORchard 8-7402	3	150	A	A	GFT	. . .	No Service Available	
BURLINGTON, IOWA	BRL	OZ 515	Plaza 2-4262	3,5,4	200	A	C	PIA	. . .	.50	1.50
BURLINGTON, VT.	BTV	EA.	4-6814	7,8,19.	200	A	C	AC	. . .	No Service Available	
		NE.	4-5745	3	200	A	C	AC	. . .	No Service Available	
BURNS, ORE.	BNO	WC.	5101	3	150	C	C	PDX	. . .	No Service Available	
BUTTE, MONT.	BTM	NW.	6489	4	200	A	A	GTF	. . .	.55	1.35
		WA.	6555	9	200	A	A	GTF	. . .	.55	1.35
CALGARY, ALTA.	YYC	TC.	Amherst 9-1381	3,7A,12,22A,12	200	C	C	C	. . .	.50	1.00
		CP.	Amherst 2-4970	7	200	C	C	C	. . .	.50	1.00
		WA.	CRestview 7-0176	6	200	C	C	C	. . .	.50	1.00
CALUMET, MICH	—	See Houghton, Mich.									
CAMBRIDGE, MD.	ASN	See Easton, Md.									
CAMBRIDGE, MASS		See Boston, Mass.									
CAMDEN, ARK.	CDN	TT.	TE-5-5784	3	150	C				No Service Available	
CAMDEN, N.J.	PAL	See Philadelphia, Pa.									
CANTON, OHIO	CAK	See Akron, Ohio									
CAPE GIRARDEAU, MO.	CGI	OZ Suspended.	5-6064	3,5,4	200	C	A	STL	. . .		
CAPE MAY, N. J. ®	WWD	AL (Service Suspended)								No Service Available	
CARLSBAD, N. M.	CNM	CO.	TUxedo-5-2992	3	200	C	C	ELP	. . .		

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U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CARMEL, CALIF.		See Monterey, Calif.									
CASPER, WYO.	CPR	FL	2-7135.	J	200	C	C	DEN		.50	1.35
		WA	J-3777.	9	200	C	C	DEN		.55	1.35
CASTLEGAR, B. C.	YCG	CP		9	200	C	C				
CEDAR CITY, UTAH	CDC	BL	JUniper 6-9741.	J	200	C	C	LAX		No Service Available	
CEDAR FALLS, IOWA		See Waterloo, Iowa									
CEDAR RAPIDS, IOWA	CID	UA	EMpire 4-2481	9	200	C	C	OMA	G	.55	1.10
		OZ	EMpire 2-1103	J,54.	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL	HE 2-2055	J	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CMI	OZ	6-7271.	J,54.	200		A			.65	1.25
CHARLESTON, ILL.		See Mattoon, Ill.									
CHARLESTON, S.C.	CRS	DL	4-2567.	9	300	A	C	C	G	.75	1.50
		EA	4-3311.	19,9,10	400	A	C	C		.75	1.50
		NA	SHerwood 4-4256	9	400	A	C	C		.75	1.50
CHARLESTON, W. VA.	CRW	AA	Dickens 6-6204.	9	250	A	A	CVG	G	.55	1.45
		CA	2-8007.	J,22,8.	250	A	A	CVG		.55	1.45
		EA	DI-6-0308	19,7,9.	200	A	A	CVG		.55	1.45
		FI	Dickens 6-0691.	J	100	A	A	CVG		.55	1.45
CHARLOTTE, N.C.	CLT	CA	EXpress 9-0773.	J,22.	150	A	A	INT	G	.50	1.25
		DL	EXpress 9-0487.	9,8,1-A	4000	A	A	INT		.50	1.25
		EA	EX-9-3331	8,7,19,9,10,52.	500	A	A	INT		.50	1.25
		FI	EXpress 9-3371.	J	100	A	A	INT		.50	1.25
		SO	EX-9-7474	J	100	A	A	INT		.50	1.25
CHARLOTTETOWN.	YTQ	MAR.	7361.	1,3,4	500	A	A	A			
CHARLOTTESVILLE, VA.	CHO	FI	J-5158.	J	100	C	C	DCA		.70	1.40
CHATTANOOGA, TENN.	CHA	BN	MA 23701.	9	200	C	C	C	G	.65	1.30
		CA	9-3103.	22,8.	250	C	C	C		.65	1.30
		DL	MA-2-8336	9,3	400	C	C	C		.65	1.30
		EA	MA-9-6101	19.9,7,10.52.	200	C	C	C		.65	1.30
CHEBOYGAN, MICH.	PLN	CA	1499.	J,4	150	C		C		.35	.75
CHEYENNE, WYO.	CYS	FL	2-0551.	J	200	A	C	DEN	G	.60	1.25
		UA	7-7722.	9	200	A	C	DEN		.60	1.25
		WA	8-8916.	6	200	A	C	DEN		.60	1.25
CHICAGO, ILL.											
Midway Airport	MDW	AA	REliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AF	STate 1-1250.	7	200	A	A	AC		.70	1.75
		BN	FOrtsmouth 7-5028	5,9,10,52,1	2000	A	A	AC		.70	1.75
		CA	FOrtsmouth 7-2266	J,4,22.	250	A	A	AC		.70	1.75
		CMA		5		A	A	AC			
		CO	GLadstone 5-6310.	10,22	200	A	A	A		.70	1.75
		DL	FO-7-1900	9,5,10, 1-A	6000	A	A	AC		.70	1.75
		EA	REliance 5-2211	10,7,19,52,9.	200	A	A	AC		.70	1.75
		FT	FOrtsmouth 7-8200	23.	10000	A	A	AC		.70	1.75
		LC®	FOrtsmouth 7-7180	J	200	A	A	AC		.70	1.75
		LH	Andover 3-6670.			A	A	AC		.70	1.75
		NO	LUdlow 5-1020	J,9	200	A	A	AC		.70	1.75
		NW	RAndolph 6-9562	11,10.4,6,52,2.	300	A	A	AC		.70	1.75
		OZ	LUdlow 5-1952	J,54.	200	A	A	AC		.70	1.75
		RD	LUdlow 2-4040	1	10000	A	A	AC		.70	1.75
		TC	RAndolph 6-3644	22A	200	A	A	AC		.70	1.75
		TW	DEarborn 2-7666	8,7,19,8A,23.	4000	A	A	AC		.70	1.75
		UA	FOrtsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		.70	1.75
O'Hare Field	ORD	AA	GLadstone 5-4308.	9,5,50A,15.	6000	C	A	C	G	.70	1.75
		BA	DEarborn 2-7744	10.	1100	C	A	C		.70	1.75
		BN	GL-5-4310	5,9,10.52.1,50A	900	C	A	C		.70	1.75
		CA	FOrtsmouth 7-2266	J,4,22.	250	C	A	C		.70	1.75
		CO	NAtional 5-5445	50.	300	C	A	C		.70	1.75
		DL	NAtional 5-6600	9,53.	300	C	A	C		.70	1.75
		EA	REliance 5-2211	7,10,19,53,52	200	C	A	C		.70	1.75
		NO	LUdlow 5-1020	J	200	C	A	C		.70	1.75
		NW		4	200						
		PAA	DE 2-4900	10.	600	C	A	C		.70	1.75
		TW	DEarborn 2-7666	8,19,50	400	C	A	C		.70	1.75
		UA	GLadstone 5-3125.	9,5,10,6,53	400	C	A	C		.70	1.75
CHICO, CAL.	CIC	PC	FIreside 2-3007	J,19.	200	C	C	SFO		No Service Available	
CHISHOLM, MINN.	--	See Hibbing, Minn.									
CINCINNATI, OHIO	CVG	AA	DIxie 1-5600.	9,5,10,15,52.	6000	C	C	C	G	.65	1.60
		AX-(Service Suspended)									
		DL	DIxie 1-5884.	9,1-A,3,5,10,19	6000	C	C	C		.65	1.60
		EA	DIxie 1-4300.	7,52.	200	C	C	C	G	.65	1.60
		LC®	DIxie 1-4450.	J	200	C	C	C	G		
		PE	GArfield 1-1315	J	100	C	C	C		.65	1.60
		RD-(Service Suspended)									
		TW	DIxie 8974.	8,19.	400	C	C	C		.65	1.60
CLARKSBURG, W.VA.	CKB	CA	VIctor 2-3531	J	150	C	C	PIT		.70	1.40
CLARKSTON, WASH.	LWS	See Lewiston, Idaho.								No Service Available	
CLARKSVILLE, TENN.	CKV	OZ	IDlewood 9-5188	J,54.	200					No Service Available	
CLEARFIELD, PA.	RSB	See Philipsburg, Pa.									
CLEARWATER, FLA.	PIE	See St. Petersburg, Fla.									
CLEVELAND, OHIO.	CLE	AA	ORchard 1-5421.	9,5,10.	600	A	A	AC	G	.85	1.95
		AL	TOwer 2-0216.	J,19.	150	A	A	AC		.85	1.95
		AX-(Service Suspended)									
		CA	CLearwater 1-0913	4,8,22.	250	A	A	AC		.85	1.95
		EA	CL-1-8870	9,7,19,52,10.	200	A	A	AC		.85	1.95
		FT	WInton 1-3777	23.	10000	A	A	AC		.85	1.95
		LC®	CLearwater 2-5050	J	200	A	A	AC			
		NW	WInton 1-2442	11,6.	300	A	A	AC		.85	1.95
		RD	CLearwater 2-4270	1	6000	A	A	AC		.85	1.95
		TC	SUperior 1-5595	22A	200	A	A	AC		.85	1.95
		TW	WInton 1-9700	8,19.	400	A	A	AC		.85	1.95
		UA	CLearwater 1-5200	9,5,15,6,10	6000	A	A	AC		.85	1.95
CLIFTON, ARIZ.	CFT	See Safford, Ariz.									
CLINTON, IOWA.	CWI	OZ	CHapel 3-2122	J,54.	200	C				No Service Available	
CLINTONVILLE, WIS.	CLI	NO	VAlley 3-2110	J	200	C	C			No Service Available	
CLOVIS, N.M.	CVS	CO	FOrter 3-6212	22	200	C	C	ELP		.40	.85
CODY, WYO.	COD	FL	103	J	200			OTF		No Service Available	
COEUR D'ALENE, IDA.	COE	WC	MOhawk 4-5313	J	150	C	C	GEG		No Service Available	
COLLEGE STATION, TEX.	CLL	See Bryan, Tex.									
COLORADO SPRINGS, COLO.	COS	BN	ME 4-6321	9	200	A	C	DEN	G	No Service Available	
		CN	MElrose 5-1586.	J	200	A	C	DEN	C	No Service Available	
		CO	MElrose 3-4688.	J,22,10	200	A	C	DEN		No Service Available	
COLUMBIA, MO.	CBI	OZ	GIbson 3-4173	J,54.	200			A		No Service Available	
COLUMBIA, S.C.	CAE	DL	4-3186.	9,3	400	C	C	ATL	G	.50	1.10
		EA	6-1603.	19.	200	A	C	ATL		.50	1.10
COLUMBUS, GA.	CSG	DL	FA-7-7458	9,3	400	C	A	ATL	G	.50	1.00
		EA	FAirfax 7-2625.	19.9.	200	C	A	ATL		.50	1.00
		SO	FA-4-2493	J	200	C	A	ATL		.50	1.00
COLUMBUS, MISS.	UBS	SO	FA-8-4900	J	100					No Service Available	
COLUMBUS, OHIO	CMH	AA	BElmont 1-8277.	9,8	600	A	C	C	G	.70	1.75
		AX-(Service Suspended)									
		DL		J,5	300	A	C	C			
		EA	BElmont 1-4529.	8,9,10,8.	200	A	C	C		.70	1.75
		LC®	BElmont 7-5431.	J	200	A	C	C			

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
COLUMBUS, OHIO (Concluded)	CMH	FI.	BEImont 7-2585.	3	100	A	C	C	G	.70	1.75
		HD (Service Suspended).									
		TW.	CApital 1-7866.	8,7,19,23	1500	A	C	C		.70	1.75
		UA.	BE 7-3711	5,6	200	A	C	C		.70	1.75
CONCORD, N.H.	CON	NE.	CApital 5-9531.	3	200	A	A	PWM		No Service Available	
COOS BAY, ORE.	OTH	See North Bend, Ore.								No Service Available	
CORBIN, KY.	LOZ	See London, Ky.									
CORDOVA, ALASKA	CDV	PN.	15.	4,8						1.00	1.00
CORNING, N.Y.	ELM	See Elmira, N.Y.									
CORONA, CALIF.	CNF	LX.		20.	200						
CORPUS CHRISTI, TEX.	CRP	BN.	TU-3-8431	9	500	A	A	C	G	.50	1.00
		EA.	TU-4-0331	19,9.	200	A	A	C		.50	1.00
		TT.	TU-2-7458	3	150	A	A	C		.50	1.00
CORTEZ, COLO.	CEZ	FL.	LOgan 5-3423.	3	200	C		DEN		No Service Available	
CORVALLIS, ORE.	CVO	See Albany, Ore.									
COUNCIL BLUFFS, IOWA.	CBF	See Omaha, Neb.									
CRANBROOK, B.C.	YXC	CP.	JU 6-4844	9	200	C	C	C		.25	.60
CRESCENT CITY, CAL.	CEC	PC.	2771.	3,19.	200	C	C	OTH		No Service Available	
CUMBERLAND, MD.	CBE	AL.								.50	1.00
CUT BANK, MONT.	CTB	WC.	WA 8-4163	3	150	C	C	A		.55	.75
DALLAS, TEX.	DAL	AA.	FL-7-7391	9,5,15,10,52,50A.	10000	A	A	C	G	.45	1.25
					(6000 Via DL Interchange)						
		BN.	FL-1-5522	52,5,9,7,10,50A	2000	A	A	C		.45	1.25
		CO.	FL-2-5601	9,3	200	A	A	C		.45	1.25
		CN.	FL-2-2609	3	200	A	A	C		.45	1.25
		DL.	Fleetwood 2-2631.	1-A,5,10,8,53,15,22	6000	A	A	C		.45	1.25
		TT.	FL-1-5334	3	150	A	A	C		.45	1.25
DANVILLE, ILL.	DNV	LC®	Hickory 6-4727.	3	200	C					
		CE.	2711.	3,54.	200					.60	1.25
DANVILLE, VA.	DAN	EA.	7640.	19.	200	C	C	NIC	G	.35	1.10
		FI.	SW 2-8571	3	100	C	C	NIC		.35	1.10
DAVENPORT, IOWA	MLI	See Moline, Ill.									
DAWSON CITY, Y.T.	YDA	CP.	CPA	3	200		C	C		.25	.60
DAWSON CREEK, B.C.	YDC	CP.	55.	6,9		C	C			.25	.60
DAYTON, OHIO	DAY	AA.	Twin Oaks 8-5511.	9	500	C	A	C	G	.60	1.45
		DL.		10,9.	300	C	A	C		.60	1.45
		LC®	Twin Oaks 8-5857.	3	200	C	A	C			
		TW.	HE 4053	3,8,7,19.	400	C	A	C		.60	1.45
		UA.	TW 8-3692	5,6	200	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	EA.	CL-3-6541	19,9,8,7,10	200	A	A	JAX	G	.45	1.50
		NA.	CLinton 2-0566.	9	200	A	A	JAX		.45	1.50
DECATUR, ILL.	DEC	CE.	3-7741.	3,54.	200					.45	1.10
DEL MONTE, CALIF.	MRY	See Montrose, Calif.									
DELTA, COLO.	MTJ	See Montrose, Colo.									
DEMING		See Silver City, N. Mex.									
DENISON, TEX.	SWI	See Sherman, Tex.									
DENVER, COLO.	DEN	BN.	EA-2-7761	5,9,10,52	500	A	A	C	G	.55	1.30
		CN.	DExter 3-4228	3	200	A	A	C		.55	1.30
		CO.	EAst 2-7771	3,5,10,22,50.	200	A	A	C		.55	1.30
		FL.	Florida 5-3515.	3,9	200	A	A	C		.55	1.30
		TW.	DUdley 8-1606	8,7	250	A	A	C		.55	1.30
		UA.	DExter 3-7744	9,5,15,6,10	6000	A	A	C		.55	1.30
		WA.	EA 2-1833	6	200	A	A	C		.55	1.30
DeRIDDER, LA.		TT.								No Service Available	
DES MOINES, IOWA	DSM	BN.	CH-3-0711	9,3	500	A	A	OMA	G	.45	1.00
		CE.	ATlantic 8-3654	3,54.	200	A	A	OMA		.45	1.00
		UA.	ATlantic 8-6711	9,6,10.	300	A	A	OMA		.45	1.00
DETROIT, MICH. (Willow Run)	YIP	AA Service suspended.									
		CA.	WOodward 3-8900	3,4,8,22.	250	A	A	AC		.65	1.75
		EA.	LOgan 3-8400.	9,7,10,19,52	200	A	A	AC		.65	1.75
		LC®	HUnter 2-8481	3	200	A	A	AC			
		NO.	HUnter 3-3410	9,3	200	A	A	AC		.65	1.75
		NO.	HUnter 2-0620	3,9	200	A	A	AC		.65	1.75
		TW.	WOodward 2-7272	8,19,7.	400	A	A	AC		.65	1.75
		UA.	HUnter 3-3440	9,5,15,10	6000	A	A	AC		.65	1.75
DETROIT (Metropolitan-Wayne County)	DTW	AA.	HUnter 2-6890	9,5,15,10,52.	6000	A	A	C	G	.65	1.75
		AL.	WHitney 1-2900.	3,19.	150	A	A	AC		.65	1.75
		BOAC®	WO-3-3435						G	.60	1.45
		DL.	CRestwood 4-1500.	53,5,9.	400	A	A	C	G	.65	1.75
		FT.	LOgan 2-9520.	23.	10000	C	A	AC		.65	1.75
		NW.	LOgan 2-7110.	11,6,10,15A,2	2000	A	A	AC		.65	1.75
		PAA	WOodward 3-0800	10.	600	A	A	AC		.60	1.55
		RD.	Crestwood 8-1300.	1	6000	C	A	AC		.65	1.75
DEVILS LAKE, N.D.	DVL	NO.	MOhawk 2-2721	3	200	C	C			No Service Available	
DICKINSON, N.D.	DIK	FL.	5372.	3	200	A	C	GFK		No Service Available	
DISNEYLAND, CAL.®		LX.		20.	200						
DODGE CITY, KAN.	DDC	CO.	HUnter 3-3321	3	200	C	C	MKC	G	.65	1.25
DOTHAN, ALA.	DHN	EA.	5-1200.	19,9.	200	A	A	PFN	G	.40	.85
		SO.	2-4870.	3	100	A	A	PFN		.40	.85
DOUGLAS, ARIZ.	DUG	AA.	EMpire 4-3437	5	250	C	C	AC	G	.35	.75
DOUGLAS, WYO.	DGW	See Casper, Wyo.									
DOVER, OHIO®	PHD	LC.	New Philadelphia 4-2729.	3	200						
DUBOIS, PA.	PSB	See Philipsburg, Pa.									
DUBUQUE, IOWA	DBQ	CE.	3-9441.	3,54.	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO.	RAndolph 2-6633	3,9	200	C	C			.70	1.50
DUNCAN, OKLA.	DUC	CN.	Alpine 5-5800	3	200	A	C	DAL		.50	1.00
DURANGO, COLO.	DRO	FL.	CHerry 7-2395	3,9	200	C	C	DEN		No Service Available	
DURHAM, N.C.	RDU	EA.	3-9241.	7,8,19.	200	C	A	C	G	.70	1.50
		FI.	91981	3	100	C	A	RDU-R	G		
EARLTON, ONT.	YXR	TC.		22A	200	C	C			No Service Available	
EASTON, PA.	ABE	See Allentown, Pa.									
EAU CLAIRE, WIS.	EAU	NO.	TEmple 4-1244	3,9	200					No Service Available	
EDINBURG, TEX.	MHK	TT.	MU-6-3707	3	150	C				No Service Available	
EDMONTON, ALTA.	YXD	TC.	28131	13,3,12,22A,7A.	200	C	C	C		.50	1.00
		NW.	55-2120	6	200	C	C	C		.50	1.00
		WA.	GLendale 5-4197	6	200	C	C	C		.50	1.00
		CP.	554171.	1,3,9	1000	C	C	C		.50	1.00
EGLIN AIR FORCE BASE.	VPS	SO.	25111	3	200					.75	1.50
EL CENTRO, CAL.	IPL	BL.	Elgin 2-4218.	3	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	ELD	TT.	UN 3-7273	3	150	C		MEM		No Service Available	
ELIZABETH CITY, N.C.	ECG	CA.	2396	3	150	C	C	C		.40	1.00
ELKINS, W. VA.	EKN	AA.	1100.	9	250	C		PIT		No Service Available	
ELKO, NEV.	EKO	UA.	REpublic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N.Y.	ELM	CA.	9-3686.	3	150	C	C	SYR	G	.40	1.10
		MO.	9-3656.	3	200	C	C	SYR		.40	1.10
EL PASO, TEX.	ELP	AA.	PRospect 8-3301	5,10,52	600	A	C	AC	G	.35	1.10
		CO.	PRospect 8-1951	3,5,6,22,10	400	A	C	AC		.35	1.10
		TT.	3-1233.	3	150	A	C	AC		.35	1.10
ELY, NEV.	ELY	UA.	AMherst 4-4478.	9	200	C	A	SFO		No Service Available	
ENID, OKLA.	WDG	CN.	ADams 4-3474.	3	200	C	C	MKC		No Service Available	
EPHRATA, WASH.	EPH	WC.	SKyline 4-2522.	3	150		C	GEG		No Service Available	
ERIE, PA.	ERI	AL.	3-1617.	3,19.	150	C	A	C	G	.40	1.10
		CA.	3-1129.	3	250	C	A	C		.40	1.10
		LC®	TEmple 8-2094	3	200	C	A	C			
		MO.	3-7754.	9	200	C	A	C		.40	1.10

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U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ESCANABA, MICH.	ESC	MO.	STate 6-1362	3	200	C	C			No Service Available	
EUGENE, ORE.	EUG	UA.	DIamond 4-4221.	9	300	A	A	OTH	G	.45	.95
		WC.	DIamond 5-8506.	3	150	A	A	OTH		.45	.95
EUREKA, CAL.	ACV	PC.	TErrace 9-1521.	3,19.	200	C	C	C		No Service Available	
EVANSVILLE, IND.	EVV	DL.	HArrison 4-4771	9,3	300	A	A	C	G	.55	1.60
		EA.	HA-2-7880	9,19,10	200	A	A	C		.55	1.60
FAIRBANKS, ALASKA	FAI	ASA	4220.	3,5	1000					1.00	2.00
		NC.									
		PA.	3262.	11.	600						
		CP.									
FAIRMONT, MONT.	FRM	WO.	2198.	3	200			MSP		No Service Available	
FALL RIVER, MASS.	F/B	See New Bedford, Mass									
FARGO, N.D.	FAR	NO.	ADams 2-3234	3	200	A	A	MSP		No Service Available	
		NW.	5-4277.	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N.M.	FMN	FL.	DAvis 5-0681.	3,9	200	C	C	DEN		No Service Available	
FAYETTEVILLE, ARK.	FYN	CN.	Hillcrest 2-7306.	3	200		A	MKC		.45	1.00
FAYETTEVILLE, N.C.	FAY	NA.	HEmlock 2-8157.	9	200	C	A	RDU	G	.55	1.00
		PI.	HE 2-4171	3	100	A	A	RDU		.55	1.00
FITCHBURG, MASS.	FIT	NE.	2-6785.	3	200	A	C	ORH		No Service Available	
FLAGSTAFF, ARIZ.	FLG	FL.	PRospect 4-6601	3	200	C		DUG		No Service Available	
FLINT, MICH.	FNT	CA.	CEdar 5-4037.	3,4,22.	250	C		YIP		.50	1.50
FLORENCE, ALA.	MSL	See Sheffield, Ala.									
FLORENCE, S.C.	FLO	EA.	5255.	19.	200	C	A	CHS	G	.33	.75
FONTANA, CAL.®	FON	LX.		20.	200					No Service Available	
FORESTVILLE, P.Q.	YFE	CP.		1,3,6,9	400						
FORT BRAGG, N.C.	FAY	See Fayetteville, N.C.									
FORT CAMPBELL, KY.		See Clarksville, Tenn.									
FORT DODGE, IOWA.	FOD	OZ.	5-0431.	3,5	200					No Service Available	
FORT GOOD HOPE, N.W.T.		CP.		1,3,6,9	200						
FORT LAUDERDALE, FLA.	FLL	NE.	JAckson 4-8631.	6	200					.80	1.60
		EA.	JAckson 3-8546.	7	200	C	A	MIA	A	.80	1.60
		NA.	JAckson 4-2503.	6	200	C	A	AC		.80	1.60
		NW.	JAckson 2-1486.	52.	200	C	A	AC		.80	1.60
FORT MYERS, FLA.	FMY	NA.	EDison 5-9311	9,6	200	C	C	TPA		.50	1.00
		RD.	EDison 2-8061							.50	1.00
FORT NELSON, B.C.	YYE	CP.	CPA	6,9	200		C	C			
FORT PIERCE, FLA.	FPR	RD-(Demand service)	Vero Beach 2345		6000					No Service Available	
FORT RILEY, KAN.	MHK	See Manhattan, Kan.									
FORT SILL, OKLA.	LAW	See Lawton, Okla.									
FORT SMITH, ARK.	FSM	SN.	SUnset 3-5171	9	200	A	A	MEM		.40	.85
		CN.	SUnset 2-3004	3	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX.	FST	TT.	157	3	150	C		ELP		No Service Available	
FORT ST. JOHN, B.C.	XYJ	CP.	117	6,9	500		C				
FORT WAYNE, IND.	FWA	DL.	HArrison 3352	3,9	200	A	C	TOL	G	.75	1.50
		TW.	HArrison 2204	19.	400	A	C	TOL		.75	1.50
		UA.	SHerwood 3133	9,6	300	A	C	TOL		.75	1.50
FORT WILLIAM, ONT.	YQT	TC.	2-0641.	22A	200	C	C	C		.50	1.00
FORTH WORTH, TEX.	ACF	AA.	ATlas 4-2551.	9,5,10,50A,52	600	A	A	DAL	G	.55	1.35
		BN.	AT-4-3261	9,5	500	A	A	DAL		.55	1.35
		CO.	ATlas 4-3861.	3,22.	200	A	A	DAL		.55	1.35
		CN.	ATlas 4-2971.	3	200	A	A	DAL		.55	1.35
		DL.	ATlas 4-6611.	9,3,5,10.	400	A	A	DAL		.55	1.35
		TT.	AT 4-3465	3	150	A	A	DAL		.55	1.35
FRANKFURT, KY.	LEX	See Lexington, Ky.									
FRANKLIN, PA.	FKL	AL.	IDlewood 2-3125	3	150	C				.50	1.50
FREDERICTON, N.B.	YFC	TC.	6613.	22A	200	C	C	C		.50	1.00
FRESNO, CALIF.	FAT	TW.	ADams 7-6174	8	250	A	A	SFO	G	.60	1.50
		UA.	CLinton 1-5522.	9	300	A	C	SFO		.60	1.50
FROBISHER BAY	MAR			1,3,4	500						
FULLERTON, CALIF.®	FUL	LX.		20.	200						
GADSDEN, ALA.	GAD	SO.	LI 6-5285	3	100					.70	1.40
GAINESVILLE, FLA.	GNV	EA.	FR-2-0481	19.	20	A	C	JAX		No Service Available	
GALLUP, N.M.	GUP	FL.	UNion 3-3312.	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLS	TT.	5-5062.	3	150					No Service Available	
GAMBELL, ALASKA®	GAM	AS.		3	500						
GANDER, NFLD.	YQX	PAA	723	6,15.	600	C	C	A			
		KLM®			10	C	C	A			
		MAR	935	3,1,4	500	A	A	A			
		SK®				C	C	A			
		SN®		15.		C	C	A			
		SR®	723	6	600	C	C	A			
		TC.	913	13,7A,22A	200	C	C	A		.35	.75
		TW.	713	8,7	250	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	CO.	BRidge 6-5132	3	200	C	C	DEN		No Service Available	
GLADEWATER, TEX.	GGG	See Longview, Tex.									
GLASGOW, MONT.	GGW	FL.	ACademy 8-2446	3	200	C	C	GTF		No Service Available	
GLENDIVE, MONT.	GDW	FL.	EMpire 5-3146	3	200	A	A	GTF		No Service Available	
GLENS FALLS, N.Y.	GFL	EA.	2-5855.	19,8.	200	C	C	ALB		No Service Available	
		MO.	2-1184	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YYR	TC.	TCA	13.	200			A		No Service Available	
		MAR	6-2121.								
GRAND CANYON, ARIZ.	VLE	BL. (Seasonal)	VAlle 3	3							
GRAND FORKS, N.D.	GFK	NW.	4-4629.	4	200	C	A	A		No Service Available	
		NO.	2-1711.	3	200	A	C	C		No Service Available	
GRAND ISLAND, NEB.	GRI	FL.	DU 2-2750	3,9	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO.	GJT	FL.	CHapel 2-5879	3,9	200	C		DEN		.75	1.00
		UA.	CHapel 3-3112	6,5	200	C		DEN		.75	1.00
GRANDE PRAIRIE, ALTA.	YQU	CP.	2031.	9	200	C	C				
GRAND RAPIDS, MICH.	GRR	CA.	CHerry 3-0108	3,4,22.	250	A	A	MKG	G	.55	1.35
		FT.	CHerry 1-2221	Served through DTW						.65	1.25
		LC®	CHerry 1-4477	3	200	A	A	MKG			
		NO.	CHerry 1-2441	3	200	A	A	MKG		.55	1.35
GREAT BEND, KAN.	GBD	CO.	GLadstone 3-4776.	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	NW.	GLendale 3-6501	6	200	A	A	AC	G	.55	1.00
		FL.	GLendale 3-4844	3	200	A	A	AC		.55	1.00
		WA.	GLendale 3-4355	6,9	200	A	A	AC		.55	1.00
		WC.	GL 4-1396	3	150	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO.	HEmlock 5-5366.	3,9	200	C	C	C		.60	1.35
GREENSBORO, N.C.	GSO	CA.	Broadway 3-8646	3,22.	150	C	A	INT	G	.75	1.50
		EA.	BR-5-6688	19.8.7.	200	C	A	INT		.75	1.50
		PI.	CY 9-2141	3	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GLH	SO.	2-2612.	3	100	C				No Service Available	
GREENVILLE, S.C.	GRL	DL.	CE-2-8213	3	200	A	A	ATL	G	.40	.85
		EA.	9-3061.	19,9,8,52,7	200	A	A	ATL		.40	.85
GREENWOOD, MISS.	GWO	SO.	CEdar 3-0173.	3	100					.40	.85
GREENWOOD, S.C.	GRD	SO.	2218.	3	100	A	A	MEM		No Service Available	
GREYBULL, WYO.	GEY	SO.	9-3191.	3	100					No Service Available	
GRINDSTONE		See Worland, Wyo.									
GULFPORT, MISS.	GPT	MAR		1,3,4	500						
		NA.	UNiversity 4-1554	17.	100	C	C	C	G	.55	1.10
		SO.	UN-4-2323	3	100	C	C	C		.55	1.10
GUYMON, OKLA.	GUY	CN.	672	3	200					.50	1.00
GUNNISON, COLO.	GUC	FL.	145	3	200	A	C	DEN		No Service Available	
HAGERSTOWN, MD.	HGR	AI.	REgent 3-6700	3,19.	150	C			G	.50	.75
HALIFAX, N.S.	YXF	TC.	2-7411.	13,22A.	200	C	C	C		.50	1.00
		MAR	6-2306.	3,1,4	500	A	A	A			

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
HAMILTON, ONT.	YTZ	TC.								.90	1.75
HAMPTON, VA.	PHF	See Newport News, Va.									
HANCOCK, MICH.	—	See Houghton, Mich.									
HANNIBAL, MO.	HNN	See Quincy, Ill.									
HANOVER, N.H.	LEB	See White River Jct., Vt.									
HARLINGEN, TEX.	HRL	TT.	GA 3-4200	J	150			SAT		.50	1.00
HARRISBURG, PA.	HAR	AL.	CEdar 8-9426.	J,19.	150	A	C	BAL	G	.40	1.35
		CA.	CEdar 6-7995	J	150	A	C	BAL		.40	1.35
		TW.	CEdar 4-3136.	19.	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CH.	EMpire 5-5475	J	200			STL		No Service Available	
HARRISONBURG, VA.	SHD	FI.	Weyers Cave 2761	J	100	C	C	DCA		No Service Available	
HARTFORD, CONN.	BDL	AA.	JAckson 2-6193.	9,15,5.	3000	A	C	C	G	No Service Available	
		EA.	JAckson 2-1854.	19,8,10,7	200	A	C	C		.65	1.25
		FT.	JAckson 2-3145.	23.	10000	A	C	C		.65	1.25
		NE.	NAtional 3-4418	J	200	A	C	C		..65	1.25
		TW.	National 3-5581	8,19.	400	A	C	C		.65	1.25
		UA.	CHapel 6-5631	5,10,15,6	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HSI	FL.	2-2312.	J	200			CMA		No Service Available	
HATTIESBURG, MISS.	HBG	DL.	JUniper 2-1643.	J	200	A	C	MSY		.50	1.00
HAWTHORNE, NEV.	HTH	BL.	Wilson 3-3219	J	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	YHY	CP.	GLadstone 5-4921.	1,3,6,9	200						
		QEA		1,3,6,9							
HAZLETON, PA.	HZL	AL.	GLadstone 5-4921.	J	150					.50	1.25
HAVRE, MONT.	HVR	FL.	1810.	J	200	C	C	GTF		No Service Available	
HELENA, ARK.	HEE	TT.	5-2577.	J	150		A	MEM		No Service Available	
HELENA, MONT.	HLN	NW.	Hickory 2-0012.	4	200	A	A	GTF	G	.45	1.10
		WA.	Hickory 2-8550.	9	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N.C.	AVL	See Asheville, N.C.								.45	1.10
HERRIN, ILL.	MWA	See Marion Ill.									
HIBBING, MINN.	HIB	NO.	AMherst 3-7847.	J	200	C	C			.60	1.45
HICKORY, N.C.	HKY	FI.	DI 9-3285	J	100	A	C	INT		No Service Available	
HIGH POINT, N.C.	GSO	CA.	5411.	See Greensboro,N.C.							
		EA.	2-3346.	See Greensboro,N.C.							
		FL.	3778.	See Greensboro,N.C.							
HOBBS, N.M.	HOB	CO.	EXpress 3-5414.	J	200	C		ELP		.60	1.25
HOLLOMAN AIR FORCE.	ALM	See Alamagordo, N.M.									
HOLYOKE, MASS.	BAF	See Springfield, Mass.									
HOMER, ALASKA	HOM	PH.	22111	J						.75	1.00
HONOLULU, T.H.	HNL	NW.	83256	6	200		C	AC		.65	1.25
		PAA	58-221.	11,10,50,4.	5000		C	AC			
		UA.	HOnolulu 8-1811	6,10.	200		C	C			
		HA.	85911	11,10	600		C	C			
		JL.	Honolulu 8-1811	6,10.	200		C	C			
HOPKINSVILLE, KY.		See Clarksville									
HOQUIAM, WASH.	HQM	See Aberdeen, Wash.									
HOT SPRINGS, ARK.	HOT	CH.	National 4-1284	J	200	A	C	MEM			
		DL.	NA-3-1671	9	300	A	C	MEM		No Service Available	
		TT.	NA-3-8501	J	150	A	C	MEM		No Service Available	
HOT SPRINGS, S.D.	HSR	FL.	555	J	200	C	C	DEN		No Service Available	
HOUGHTON, MICH.	CMX	NO.	63.	J	200	C	C	C		No Service Available	
HOULTON, ME.	HUL	NE.	2254.	J	200	A	C	C		.35	.75
HOUSTON, TEX.	HOU	AA.	Mission 9-1457.	9	250	A	A	C	G	.55	1.25
		BN.	OL 4-2686	9,5,52.	500	A	A	C		.55	1.25
		CO.	OLive 4-8531.	5,6,3,10,22	400	A	A	C		.55	1.25
		DL.	OLive 4-2646.	9,10,19,53.	400	A	A	C		.55	1.25
		EA.	OL-4-2661	9,10,7,19,52.	200	A	A	C		.55	1.25
		KLM	CApitol 4-1701.	10.	550	A	A	C		.55	1.25
		NA.	OLive 4-8564.	9,5	400	A	A	C		.55	1.25
		PAA	CA-3-4131	6,2	5000	A	A	AC		.55	1.25
		TT.	MI 9-1218	J	150	A	A	C		.55	1.25
HUNTINGTON, W.VA.	HTW	AL.	3-1331.	3,19.	150	C	C	CVG	G	.50	1.60
		EA.	3-9476.	19.	200	C	C	CVG		.50	1.60
		FI.	GL 3-1356	J	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA.	JEfferson 4-4583.	3,22.	150	A	A	BHM		.40	1.35
		EA.	4680.	19,9.	200	A	A	BHM		.40	1.35
		SO.	JE 6-6383	J	200					.40	1.35
HURLEY, N.M.	SVC	See Silver City N.M.									
HURON, S.D.	HON	NO.	EL 2-2910	J	200	A	C	MSP		No Service Available	
		WA.	Elgin 2-8601	9	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO.	MO-2-6601	22,3.	200	C	C	MKC	G	.55	1.25
HYANNIS, MASS.	HYA	NE.	SPring 5-1800	J	200	A	A	BWB		No Service Available	
IDAHO FALLS, IDA.	IDA	FL.	Jackson 3-4574	J	200	A	C	GTF		.45	1.10
		WC.	Jackson 2-2695.	J	150	A	C	GTF	G	.45	1.10
		WA.	Jackson 2-2695.	9	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	TU 2-4780		J	200			DEN			
INDIANAPOLIS, IND.	IND	AA.	CHapel 1-2545	9,5	600	A	A	C	G	.45	1.35
		DL.	CH-1-3333	9,3,19,5.	400	A	A	C		.45	1.35
		EA.	CH-4-9521	9,19,7,10	200	A	A	C		.45	1.35
		LC©.	CHapel 1-8201	J	200	A	A	C			
		OZ.	MElrose 8-4909.	3,54	200	A	A	C		.45	1.35
		RD-(Service Suspended).									
		TW.	ME 4-3438	8,19,8A	400	A	A	C		.45	1.35
INT'L. FALLS, MINN.	INL	NO.	ATlas 3-3871.	J	200	C	C	C		No Service Available	
INYOKERN, CAL.	IYK	FC.		J						No Service Available	
IOWA CITY, IOWA	IOW	OZ.	8-3604.	3,54.	200	A	C	FIA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NO.	2575.	J	200	C	C			No Service Available	
IRONWOOD, MICH.	IWD	NO.	741-W	J	200	C	C			No Service Available	
ITHACA, N.Y.	ITH	MO.	3351.	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JXN	NO.	STate 9-6125.	J	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL.	20866	9,3,5,8,1-A	2000	A	C	MSY		.35	1.35
		SO.	28889	J	100	A	C	MSY		.35	1.35
		TT.								.35	1.35
JACKSON, WYO.	JAC	FL.	310	J	200	C	C	GTF		No Service Available	
JACKSONVILLE, FLA.	JAX	DL.	Elgin 6-0484.	3,5,8	400	A	A	C	G	.65	1.25
		EA.	Elgin 6-5661.	9,8,10,7,19,6	200	A	A	C		.65	1.25
		HA.	Elgin 3-1586.	9,5,6,52.	400	A	A	C		.65	1.25
		NE.	Elgin 5-6611.	22.	200	A	A	C		.65	1.25
		RD (Service Suspended).			6000						
		SO.	El-4-7833	J	200	A	A	C		.65	1.25
JAMESTOWN, N.Y.	JHW	AL.	4118.	3,19.	150	C		MDW		.50	1.35
JAMESTOWN, N.D.	JMS	NW.	199	4	200	C	A	MSP		No Service Available	
JANESVILLE, WISC.	JVL	See Beloit, Wisc.	Pleasant 4-5293							No Service Available	
JEFFERSON CITY, MO.	JEF	OZ.	6-2350.	3,54.	200	C				.35	1.10
JOHNSON CITY, TENN.	TRI	See Bristol, Va.	WA-8-3161								
JOHNSTOWN, PA.	JST	AL.	9-1144.	3,19.	150	C			G	.50	1.25
JOPLIN, MO.	JLN	AA.	Mayfair 3-7085.	9	250	A	C	MKC	G	.40	.85
		CN.	Mayfair 3-2110.	J	200	A	C	MKC		.40	.85
		OZ.	Mayfair 3-1817.	3,54.	200	A	C	MKC		.40	.85
JUNEAU, ALASKA.	JNU	AS.						C			
		ES.						C			
		PAA	6-1400.	11.	600			C			
		PH.	6-1455.	4,8,16.				C		1.00	1.00
JUNCTION CITY, KAN.	MHK	See Manhattan, Kan.									
KALAMAZOO, MICH.	AZO	LC©.	Fireside 9-2669	J	200						
		NO.	Fireside 9-2646	J	200	C	C			.55	1.10
KALISPELL, MONT.	FCA	WC.	SK-6-5053	J	150	C	C	GEG		No Service Available	
KAMLOOPS, B.C.	LKA	CP.	109	J	200	C	C	C			
KANAB, UTAH		RL.	Midway 4-5001	J	200						
KANSAS CITY, MO.	MKC	BN.	GR 1-4740	9,1,3,5,22,52	2000	A	A	AC	G	.70	1.55
		OD.	GRand 1-3705	3,10,22,50.	200	A	A	AC		.70	1.55
		CN.	Baltimore 1-3955.	J	200	A	A	AC		.70	1.55
(Continued on next page)		DL.	GRand 1-7613.	9,3	300	A	A	AC		.70	1.55

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO. (Concluded)	MKC	FL.	VI 2-6252	3	200	A	A	C		.70	1.55
		OZ.	GRand 1-6515.	3,54.	200	A	A	AC		.70	1.55
		TW.	GRand 1-4400.	8,7,19,23,8A.	4000	A	A	AC		.70	1.55
		UA.	GRand 1-1133.	5,10.	200	A	A	AC		.70	1.55
KEARNEY, NEB.	EAR	FL.	CE 6-2921	3	200			DEN			
KEENE, N.H.	EEN	MO.	1910.	3	100	C	C	BOS		.65	1.10
		NE.	ELmwood 2-1030.	3	200	C	C	BOS		.65	1.10
KELOWNA, B.C.	YWX	CP.	6025.	3	200					.25	.25
KENAI, ALASKA	ENA	FN.	206	3	200					.75	1.00
KENNEWICK, WASH.	PSC	See Pasco, Wash.									
KERRVILLE, TEX.	ERV	TT.	CL 7-4050	3	150	C		SAT		No Service Available	
KETCHIKAN, ALASKA	KTN	PAA	3131.	11.	600			A			
		FN.	3138.	8,16.				A			
KEY WEST, FLA.	EYW	NA.	CYpress 6-5510.	9	200	A	C	AC		No Service Available	
KILGORE, TEX.	GGG	See Longview.									
KIMBERELY, B.C.	YXC	CP.	LU 2-3511	9	200					No Service Available	
KING SAIMON, ALASKA	AKN	FN.	4	3	200					.60	1.00
KINGMAN, ARIZ.	IGM	BL.	SKyline 3-3630.	3	200	C	C	LAX		No Service Available	
KINGSFORD, MICH.	—	See Iron Mountain, Mich.									
KINGSPORT, TENN.	TRI	PI.	Circle 6-4107	3	See Bristol.						
KINSTON, N.C.	ISO	PI.	JAckson 3-5006.	3	100	C	C	RDU		No Service Available	
KITIMAT, B.C.	YKI	CP.	220	3,9	200			C		1.00	1.00
KLAMATH FALLS, ORE.	LMT	WC.	TU 4-7332	3	150	A	C	OTH		.55	1.90
KNOXVILLE, TENN.	TYS	AA.	7-6264.	9,5	500	C	C	CHA	G	.45	1.10
		CA.	7-5521.	3,22,8.	250	C	C	CHA		.45	1.10
		DL.	7-6661.	9,3	400	C	C	CHA		.45	1.10
		PI.	7-2571.	3	100	C	C	CHA		.45	1.10
KODIAK, ALASKA	KDK	FN.	4131.	3						.75	1.00
KOKOMO, IND.	OKK	LC.	GLadstone 2-3202.	3	200	C					
KOTZEBUE, ALASKA	OTZ	AS.		3	500						
LACONIA, N.H.	LCI	NE.	2475.	3	200	C		LWM		No Service Available	
LA CROSSE, WISC.	LSE	NO.	4-5680.	3	200	C	C			No Service Available	
LA FAYETTE, IND.	LAF	LC.	Riverside 3-1841.	3	200	C					
LAFAYETTE, LA.	LFT	EA.	CE-5-8536	19,9.	200	A		BTR	G	.55	1.10
		TT.	CE 4-5252	3	150	A		BTR		.55	1.10
LA GRANDE, ORE.	LGD										
LA JUNTA, COLO.	LHX	CO (Service Suspended).	725	3	200	C	C	DEN		No Service Available	
LAGUNA BEACH, CALIF.	SNA	See Santa Ana, Calif.									
LAKE CHARLES, LA.	LKC	EA.	HE-6-3636	19,9.	200	A	A	C	G	.55	1.35
		TT.	HE 3-8511	3	150	A	A	C		.55	1.35
LAKELAND, FLA.	LAL	NA.	MUtual 5-0691	9	200	C	C	TPA	G	.50	1.00
		RD.	MUtual 3-5875							.50	1.00
LAKEVIEW, ORE.	LKV	WC.	WH-7-2211	3	150	C	C	PDX		No Service Available	
LAKE PLACID, N.Y.	SLK	EA.		19.	200	C	C	MAL		No Service Available	
LAMAR, COLO.	LAA	CN.	167	3	200			DEN			
LANCASTER, CAL.		See Palmdale, Calif.									
LANCASTER, PA.	LNS	AL.	Lowell 9-0461	3,19.	150	C			G	.55	1.35
		EA.	LO-9-0446	19.	200					.55	1.35
LAND O' LAKES, WISC.	LNL	Served through Rhinelander, Wisc. only									
LANDER, WYO.	RIW	See Riverton, Wyo.									
LANSING, MICH.	LAN	CA.	IVanhoe 5-2744.	3,4,22.	250	A	A	YIP	G	.55	1.35
		WO.	IVanhoe 4-7467.	3	200	A	A	YIP		.55	1.35
LARAMIE, WYO.	LAR	FL.	FRanklin 5-5656	3	200	C	C	DEN		No Service Available	
LAREDO, TEX.	LRD	TT.	3-3645.	3	150	A	A	AC		.40	1.25
LAS VEGAS, NEV.	LAS	BL.	DUdley 2-8811	3	200	C	C	LAX	G	.75	1.45
		PC.		19.	200	C	C	LAX		.75	1.45
		TW.	DUdley 2-7306	8,7	250	C	C	LAX		.75	1.45
		UA.	Dudley 2-0505	10,6.	200	C	C	LAX		.75	1.45
		WA.	DUdley 2-2100	9,6	200	C	C	LAX		.75	1.45
LAUREL, MISS.	LUL	SO.	3440.	3	100					.60	1.20
LAWRENCE, MASS.	LWM	NE.	Murdock 3-3141.	3	200	A	C	LWM		.35	.75
LAWTON, OKLA.	LAW	CO.	EL 3-4512	3	200	C	A	DAL		No Service Available	
		CN.	ELgin 3-8600.	3	200	C		DAL		No Service Available	
LEBANON, N.H.	LEB	See White River Jct.									
LENIOR, N.C.	HKY	See Hickory, N.C.									
LEMMON, S.D.		FL.	50.	3	200			GTF		No Service Available	
LETHBRIDGE, ALTA.	YQL	TC.	FA-7-2711	3	200	C	C	C		.35	.75
LEWISTON, IDA.	LWS	WC.	SHerwood 3-1545	3	150	A	C	GEG		No Service Available	
LEWISTON, ME.	LEW	NE.	3-2021	3	200	C	C	PWM		.30	1.00
LEWISTOWN, MONT.	LWT	FL.	KEystone 8-9621	3	200	C	C	GTF		No Service Available	
LEXINGTON, KY.	LEX	DL.	4-5569.	9,3	250	C	C	CVG	G	.65	1.60
		EA.	4-5795.	19.	200	C	C	CVG		.65	1.60
		PI.	51920	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN.	LBL	CN.	MAin 4-5671	3	200		A			No Service Available	
LIMA, OHIO	LIA	LC.	CApital 5-0075.	3	200						
LINCOLN, NEB.	LNK	BN.								.50	1.10
		FL.	HEmlock 2-5391.	3,9	200	A	C	OMA		.50	1.10
		UA.	LIncoln 5-4371.	9,5,10.	300	A	C	OMA		.50	1.10
LITTLE ROCK, ARK.	LIT	AA.	FRanklin 4-9333	5,10.	250	A	A	MEM	G	.45	1.10
		BN.	FRanklin 2-0207	9	200	A	A	MEM		.45	1.10
		CN.	FRanklin 4-6418	3	200	A	A	MEM		.45	1.10
		DL.	FRanklin 4-2040	9	300	C	C	MEM		.45	1.10
		TT.	FRanklin 4-6312	3	150	C	C	MEM		.45	1.10
LOGAN, UTAH	LGU	WC.	SKyline 2-5301.	3	150	C	A	GTF		No Service Available	
LOGANSPORT, IND.		See Kokomo, Ind.									
LONDON, KY.	LOZ	PI.	VO 4-2250	3	100			SDF		.35	.75
LONDON, ONT.	YXU	TC.	2-3691.	22A	200	C	C	C		.50	1.00
LONG BEACH, CALIF.	LGB	LX		20.	200	C	A	LAX			
		UA.	HArrison 1-8211	9	200	A	A	LAX		.75	1.55
		WA.	HArrison 1-8271	6	200	A	A	LAX		.80	1.65
LONG BRANCH, N.J.	BLM	See Asbury Park, N.J.									
LONGVIEW, TEX.	GGG	TT.	MI 3-2441	3	150	A	C	DAL		.50	1.35
LOS ANGELES, CALIF.	LAX	AA.	MAdison 6-0201.	5,15,10,50A	10000	A	A	C	G	.75	1.55
		BL.	SPring 6-2040	3	200	A	A	C		.75	1.55
		CO.	ORegon 8-3943	10,22,50.	200	A	A	C		.75	1.55
		CMA	MA 6-8484	5		A	A	C			
		SK.	ORegon 4-4300	10.	1000	A	A	C		.75	1.55
		LX		20.	200	A	A	C			
		PAA	MA 6-8484	10,2,50	5000	A	A	AC		.75	1.55
		PC.	SPring 6-0440	3,19.	200	A	A	C		.75	1.55
		SAS		5,6,10,9.	1320						
		TW.	MIchigan 9441	8,7,8A,50	4000	A	A	C		.75	1.55
		UA.	ORegon 8-2511	9,5,6,10,15,53.	6000	A	A	C		.75	1.55
		WA.	SPring 6-2345	6,52.	200	A	A	C		.80	1.65
(Lockheed Air Terminal)	BUR	AA.	MAdison 0201.	5,15,10	6000	A	A	C	G	.75	1.55
		FTL	STanley 7-3411.	23.	10000	A	A	C		.75	1.55
		LX		20.	200	A	A	C			
		PC.	ORegon 8-1206	3,19.	200	A	A	C		.75	1.55
		UA.	STanley 7-3780.	5	300	A	A	C		.75	1.55
		WA.	THormwall 2-2101.	6	200	A	A	C		.80	1.65
LOUISVILLE, KY.	SDF	AA.	EMerson 8-1666.	9,5,52.	500	A	A	C	G	.60	1.50
		AK.								.60	1.50
		DL.		5,9	300	A	A	C		.60	1.50
		EA.	EM-8-1646	8,7,19,9.	200	A	A	C		.60	1.50
		OZ.	EMerson 8-9955.	3,54.	200	A	A	C		.60	1.50
		PI.	EMerson 8-3312.	3	100	A	A	C	G	.60	1.50
		RD-(Service Suspended).									
		TW.	JUniper 3-5327.	8,19.	400	A	A	C		.60	1.50
LOVELL, WYO.	POY	See Powell, Wyo.									

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
LUBBOCK, TEX.	LBB	BN.	PO 5-7428	9,5	200	A	A	DAL		.80	1.35
		CO.	PO-3-4646	3,22	200	A	A	DAL		.80	1.35
		CN.	PO 3-9657	3	200	A	A	DAL		.80	1.35
LUFKIN, TEX.	LFK	TT.	3-4521.	3	150	C		BUJ		No Service Available	
LUSK, WYO.	LSK	See Casper, Wyo.									
LYNCHBURG, VA.	LYH	PI.	Victor 6-6575	3	100	C	C	RIC	G	.75	1.75
MACON, GA.	MCN	DL.	3-6731.	9,3	250	C	C	ATL	G	.50	1.35
		EA.	2-8701.	19,9.	200	C	C	ATL		.50	1.35
MADISON, WISC.	MSN	NO.	CHerry 4-6201	3	100	A	A	MKE		.40	1.25
		NW.	CHerry 4-4816	6,4,15A	500	A	A	MKE		.60	1.25
		OZ.	CHerry 4-6441	3,54.	200	A	A	MKE		.60	1.25
MAGNOLIA, ARK.	AGO	TT.	711	3	150	C	C	DAL		No Service Available	
MANCHESTER, N.H.	MHT	NE.	National 3-7201	3	200	C	C	BOS		No Service Available	
MANDAN, N.D.	BIS	See Bismark, N.D.									
MANHATTAN, KAN.	MHK	CO.	PRospect 8-2152	3	200	C	C	MKC		No Service Available	
MANITOWOC, WISC.	MTW	NO.	MUrray 4-5657	3	200	C	C			No Service Available	
MANKATO, MINN.	MKT	NO.	3708.	3	200	C	C			No Service Available	
MANSFIELD, OHIO	MFD	LC.	LAfayette 4-7411.	3	200						
MARFA, TEX.	MRF	TT.	235	3	150	C		ELP		No Service Available	
MARIANNA, FLA.	MAI	NA.	HUdson 2-2726	9	100	C	C	PFN	G	.50	1.00
MARIETTA, OHIO.	PKB	See Parkersburg, W.Va.	DRake 5-6350.	3							
MARINETTE, WISC.	MNM	See Menominee, Wisc.									
MARION, ILL.	MWN	OZ.	714	3,54.	200	C				No Service Available	
MARION, IND.	MZZ	LC.	ORleans 4-6585.	3	200	C					
MARION, OHIO	MNN	LC.	2-2575.	3	200						
MARQUETTE, MICH.	MQT	NO.	GRanite 5-4194	3	200	C	C			No Service Available	
MARSHALL, TEX.	ASL	TT.	4-6336.	3	150	C		DAL		No Service Available	
MARTHA'S VINEYARD, MASS.	MVY	NE.	Vineyard Haven 1400	3.	200	C	C	EWB		No Service Available	
MARYSVILLE, CALIF.	MYV	PC.	SHerwood 3-5487	3	200	C	C	SFO		No Service Available	
MASON CITY, IOWA.	MCW	OZ.	1095.	3,54.	200	A		MSP		.55	1.50
MASSENA, N.Y.	MSS	EA.	Rockwall 4-0505	19.	200	C	C	A		No Service Available	
MATANE, P.Q.	YMQ	QBA		3	400						
MATTOON, ILL.	MTO	OZ.	Adams 4-7100.	3,54.	200	C				No Service Available	
MAYO, Y.T.	YMA	CP.	CPA	3	200		C				
MCALESTER, OKLA.	MLC	CN.	GArden 3-4758	3	200	C	C	DAL		No Service Available	
MCALLEN, TEX.	MMK	TT.	MU 6-3707	3	150			BAD		No Service Available	
MCCALL, IDA		WC.		3	150			GEG			
MCCOOK, NEB.	MCK	FL.	96.	3	200			OMA		No Service Available	
MCGRATH, ALASKA	MCG	AS.		3,4	1000					.35	.50
MEDFORD, ORE.	MFR	PC.	SP 2-6161	3,19.	200	C	C	OTH		.55	1.60
		UA.	SPring 3-6233	9	300	C	C	OTH		.55	1.60
		WC.	SPring 2-7269	3	150	C	C	OTH		.55	1.60
MEDICINE HAT, ALTA.	YXH	TC.	Jackson 6-2605.	3	200	C	C	C		.70	.75
MELBOURNE, FLA.	MLB	EA.	765	19.9.	200	A	C	PBI		No Service Available	
		NA.	PArkway 3-6444.	9	200	A	C	PBI		No Service Available	
MEMPHIS, TENN.	MEM	AA.	WHitehall 8-3374.	9,5,15,10	8000	A	A	C	G	.55	1.35
		BN.	WH-6-8395	9	200	A	A	C		.55	1.35
		CA.	WHitehall 8-0393.	22,9.	250	A	A	C		.55	1.35
		DL.	WH-8-2606	9,3,5,19,1-A,32	6000	A	A	C		.55	1.35
		EA.	WH-2-2489	8,19,9.	200	A	A	C		.55	1.35
		SO.	WH-8-1440	3	200	A	A	C		.55	1.35
		TT.	WH-6-2535	3	150	A	A	C		.55	1.35
MENOMINEE, MICH.	MNM	WO.	UNion 4-4677.	3	200	C	C			No Service Available	
MERCED, CALIF.	MCE	UA.	Randolph 2-8011	9	200	C	C	SFO	G	.50	1.00
MERIDIAN, MISS.	MEI	DL.	2-3141.	9,3	300	A	C	BHM		.35	.75
MEXICO CITY, D.F.	MEX	AA.	22-12-22.	5,15,10	600			A			
		EA.	22-77-70.	10.	200			A			
		PAA	46-46-60.	6,2	5000		A	A			
		WA.	46-90-40.	6	200			A			
		CMA	12-21-96.	3,4,5,C-82.			A	A			
		AERONAVES	18-50-40.	4.5.8,9,14A							
		LACSA	46-48-00.	9							
MIAMI, FLA.	MIA	Avianca	NE 3-2491	4,8	660		A	A			
		BN.	NE-4-1951	5,10.	500	A	A	AC	G	.80	1.60
		BA.	NEwton 4-4573	22.	700	A	A	AC		.80	1.60
		CA.		22.	200						
		CU.	TU 7-4341	1,3,8,14A,22.	200	A	A	AC		.80	1.60
		DL.	NE-3-2661	9,10,1-A,53	6000	A	A	AC		.80	1.60
		EA.	NEwton 4-3571	53,19,7,8,16,10,19,52,9	500	A	A	AC		.80	1.60
		Guest		8	200						
		KLM	FRanklin 3-8455	5	550	A	A	AC		.80	1.60
		LACSA	NE 3-2491	1,9		A	A	AC			
		NA.	TUxedo 5-2581	9,5,6,10,52,7	400	A	A	AC		.80	1.60
		NE.	NEwton 3-2431	6,22.	200	A	A	AC		.80	1.60
		NW.		6,10,52	200						
		PAA	NE 3-2491	2,6,10,50,15.	10000	A	A	AC		.80	1.60
		RD.	TUxedo 7-3501	1,15.	10000	A	A	AC		.80	1.60
		RN.	88-6743		10000	A	A	AC		.80	1.60
		TW.	NEwton 3-6511	7,50.	400	A	A	AC		.80	1.60
		VE.			10000	A	A	AC		.80	1.60
		AVENSA		1,6		A	A	AC			
MIDLAND, TEX.	MAF	AA.	MUtual 4-8281	9,5,10.	250	C	C	ELP		.40	1.25
		CO.	MUtual 2-1114	3,22.	200	C	C	ELP		.40	1.25
MILES CITY, MONT.	MLS	FL.	CEdar 2-1401.	3	200	C	A	GTF		No Service Available	
MILWAUKEE, WISC.	MKE	AA.	SHeridan 4-9855	9	250	A	A	C	G	.60	1.65
				(4,000 via MDW)							
		CA.	SHeridan 4-3327	3,22.	250	A	A	C		.60	1.65
		FT.	HUmboldt 3-5000	Served through MDW	10000	A	A	C		.60	1.65
		NO.	HUmboldt 1-0900	3,9	200	A	A	C		.60	1.65
		NW.	HUmboldt 3-0443	11,6,4,15A,10,52,2	2000	A	A	C		.60	1.65
		OZ.	HUmboldt 3-3210	3,54.	200	A	A	C		.60	1.65
		UA.	HUmboldt 1-3800	9,10.	300	A	A	C		.60	1.65
			HUmboldt 1-3809								
MINNEAPOLIS, MINN.	MSP	BN.	PA-4-8748	9,3,5	500	A	A	C	G	.55	1.30
		CA.	PArkway 1-1831.	22.	150	A	A	C		.55	1.30
		FT.	PArkway 9-8321.	1	6000	A	A	C		.55	1.30
		NO.	PArkway 2-8281.	3,9	200	A	A	C		.55	1.30
		NW.	PArkway 1-3567, Ext. 204	11,4,6,10,15A,2,52	2000	A	A	C		.55	1.30
		OZ.	PArkway 1-4456.	3,54.	200	A	A	C		.55	1.30
		WA.	PArkway 1-3383.	9,6,52.	200	A	A	C		.55	1.30
MINOT, N.D.	MOT	FL.	TE 8-0225	3	200			MSP		No Service Available	
		NO.	TEmple 2-8212	3	200			MSP		No Service Available	
MISSION, TEX.	MMK	See McAllen, Tex.									
MISSOULA, MONT.	MSO	NW.	2-2471.	4	200	C	A	GTF		No Service Available	
MITCHELL, S.D.	MHE	NO.	WYman 6-8283	3	200	C	C			No Service Available	
MOAB, UTAH.	MOK	FL.	AL 3-6401	3	200	C	C	DEN			
MOBILE, ALA.	MOB	CA.	GHerwood 9-6276.	22.	200	A	A	C	G	.55	1.60
		EA.	GR-9-1401	7,8,19,9.16,52.	200	A	A	C		.55	1.60
		NA.	GArden 6-6401	9,17.	400	A	A	C		.55	1.60
		SO.	GR-7-3637	3	100	A	A	C		.55	1.60
MODESTO, CALIF.	MOD	UA.	Limbert 3-3211.	9	200	A	A	SFO		.50	1.25
MOLINE, ILL.	MLI	OZ.	2-7591.	3,54.	200	A	C	PIA		.55	1.25
		UA.	Moline 2-7701	9,6	300	A	C	PIA		.55	1.25
MONCTON, N.B.	YQM	TC.	EV-4-9151	13,22A	200	C	C	C		.50	1.00
		MAR	4-9181.								
MONMOUTH BEACH, N.J.	BLM	See Asbury Park, N.J.									
MONROE, LA.	MLU	DL.	FA-3-5116	9,3	300	C	C	MEM		.60	1.20
		SO.	FA-5-4601	3	200	C	C			.60	1.20
		TT.				C	C			.60	1.20
MONT JOLI, P.Q.	YYY	QBA		3	400						
MONTE VISTA, COLO.	MVS	See Alamosa, Colo.									

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
MONTEREY, CAL.	MRY	FC	FRontier 2-7571	3,19	200	A	C	SFO	G	.55	1.10
		UA	FRontier 5-3157	9	300	A	C	SFO		.55	1.10
MONTGOMERY, ALA.	MGM	DL	AM-4-7313	9,3	200	A	A	MSY	G	.40	.85
		EA	CH-7-3611	19,8,9	200	A	A	MSY		.40	.85
MONTPELIER, VT.	MPV	NE	CApitol 3-2395	3	200	C	C	BTV		No Service Available	
MONTREAL, QUE.	YUL	AF	UN-6-8344		200	A	C	AC		.35	.75
		CP	UN-6-2901	14A	500	A	AC	AC		.45	1.00
		EA	Melrose 1-3870	19,52,7	200	C	C	A		No Service Available	
		KLM	UNiversity 1-3411	7,10,15,23	10000	A	C	AC		.35	.75
		NE	Melrose 1-8591	22	200	C	C	A		.50	1.25
		SN									
		TC	HUnter 9-5781	12,13,7A,22	200	A	C	A		.45	1.00
MONTROSE, COLO.	MTJ	FL	CHerry 9-4236	3	200	C	A	DEN		No Service Available	
MOREHEAD CITY, N.C.	MRH	PI	PA 8-4734	3	100	C	C	C		.35	.75
MORENCI, ARIZ.	CPT	See Safford, Ariz.									
MORGANTON, N.C.		See Hickory, N.C.									
MORGANTOWN, W.VA.	MGW	CA	2-3301	3	150	C	C	PIT	G	.55	1.25
MOSCOW, IDA.	PUW	See Pullman, Wash.									
MOSES LAKE, WASH.	EPH	See Ephrata, Wash.									
MOULTRIE, GA.	MGR	SO	YU-5-4048	3	100	C				.75	1.50
MUNCIE, IND.	MIE	LC®	Atlas 8-3629	3	200	C					
MUSKEGON, MICH.	MKG	CA	3-1870	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CN	MUrray 7-5494	3	200	C	A	MKC		No Service Available	
MUSKOKA, CAN.	YQA	TC, Seasonal		3,7,12,13,22	200						
MYRTLE BEACH, S.C.	MYR	PI	Hillcrest 8-6559	3	100	C		CHS		.45	.85
NANTUCKET, MASS.	ACK	NE	1140	3	200	C	C	EWB		No Service Available	
NASHVILLE, TENN.	BNA	AA	CHapel 2-6336	4,5,15,10	4500	A	A	C	G	.55	1.10
		BN	AL-5-5123	5,9	500	A	A	C		.55	1.10
		EA	AL-5-7412	9,19,10,7	200	A	A	C		.55	1.10
		OZ	Chapel 2-4363	3,54	200	A	A	C		.55	1.10
		TW	ALpine 4-7726	7	250	A	A	C		.55	1.10
NATCHEZ, MISS.	HEZ	SO	6963	3	100	C				No Service Available	
NELSON, B.C.	YCG	CP		9	200					.25	.60
NEW BEDFORD, MASS.	EWB	NE	WYman 9-6441	3	200	A	C	C		.35	.75
NEW BERN, N.C.	EWN	NA	MElrose 7-5151	9	200	C	C	IMN		.55	1.10
		PI	ME 7-3972	3	100	A	C	IMN		.55	1.10
NEW BRUNSWICK, N.J.	NBR	NY(Service Suspended)									
NEW HAVEN, CONN.	HVN	AA	HObart 7-1667	9	250 (6000 via LGA)	A	A	C	G	.55	1.25
		EA	HO-7-6311	19	200	A	A	C		.55	1.25
NEW IBERIA, LA.	LFT	See Lafayette, La.									
NEW LONDON, CONN.	GON	NE	Hilltop 5-9357	3	200	C		C		.50	1.25
NEW ORLEANS, LA.	MSY	BN	LA-4-3411	9,3	200	C	A	AC		.55	1.25
		CA	KEnner 4-3500	22,8	200	C	A	AC		.55	1.25
		DL	KEnner 4-3658	9,1-A,3,5,10,53	6000	C	A	AC		.55	1.25
		EA	4-3601	7,8,16,10,19,52,9	500	C	A	AC		.55	1.25
		NA	KEnner 4-3616	9,5,6,17	400	C	A	AC		.55	1.25
		PAA	Jackson 2-6391	2,6	2000	C	A	AC		.55	1.25
		SO	KEnner 7-0158	3	200	C	A	AC		.55	1.25
		TA	CAnal 8374	4	4500	C	A	AC		.55	1.25
		TT				C	A	AC		.55	1.25
		AVENSA		6		C	A	AC			
NEW PHILADELPHIA, OHIO®	PHD	LC	4-2729	3	200						
NEW YORK, N.Y., or NEWARK, N.J. (La Guardia)	LGA	AA	HAvermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA	Mitchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		EA	NE-9-8200	7,8,16,19,52	500	A	A	AC		1.00	2.00
		NE	Illinois 7-3000	9,3,6,22	200	A	A	AC		1.00	2.00
		NY	Defender 5-6600, Ext 16	20,21	200	A	A	AC		1.00	2.00
		TW	Oxford 5-4525	8,7,19,8A	400	A	A	AC		1.00	2.00
		UA	Illinois 8-4900	5,6	6000	A	A	AC		1.00	2.00
(Idlewild)	IDL	AA	HAvermeyer 4-7600	9,5,10,50A,52	6000	A	A	AC	G	1.00	2.00
		AET	OLympia 6-6160	7	550						
		AERONAVES	ST 6-7341	14A		A	A	AC			
		AF	OLympia 6-5800	7	200	A	A	AC		1.00	2.00
		AVIANCA	ST 6-7341	7	660	A	A	AC			
		AZ	JUdson 2-6500	10	440	A	A	AC		.80	1.80
		BA	OLympia 6-5600	11,8	11100	A	A	AC			
		BN	OLympia 6-5243	52,50A	500	A	A	AC		1.00	2.00
		CA	HAvermeyer 9-5340	22,8	200	A	A	AC		1.00	2.00
		Cubana		3,22,7	200						
		DL	OLympic 6-5822	8,10,53	200	A	A	AC		1.00	2.00
		EA	OLympia 6-5109	6,7,8,10,19,52,53	500	A	A	AC		1.00	2.00
		IN	OL-6-5560	7		A	A	AC			
		LY	OLympia 6-5290	8	650	A	A	AC			
		KLM	WHitehall 4-3480	2,10,15,23,8,7	10000	A	A	AC		.55	1.75
		NA	OXford 7-8181	9,5,6,10,52,7	400	A	A	AC		1.00	2.00
		NE	OL-6-5398	9,3,6,22	200	A	A	AC		1.00	2.00
		NW	MUrrayhill 7-4680	11,6,10,15A,52,2	2000	A	A	AC		1.00	2.00
		NY	DEfender 5-6600	20,21	200	A	A	AC		1.00	2.00
		PAA	ST-6-7341	2,15,6,10,50	10000	A	A	AC		1.00	2.00
		RD	OLympia 6-5748	1,2,15	10000	A	A	AC		1.00	2.00
		SAB		14,9,5,15,10	440						
		SN	JUdson 6-1050	5,6,15	400	A	A	AC			
		SK	OLympia 7-8000	5,6,10	1000	A	A	AC			
		SR	PLaza 7-4433	2,6	6000	A	A	AC			
		TC	JUdson 6-3210	22A	200	A	A	AC		1.00	2.00
		TRC	OLympia 6-5997	4,6,2	4000	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,23,50	4000	A	A	AC		1.00	2.00
		UA	OLympia 9-7975	5,6,15,10,53	6000	A	A	AC		1.00	2.00
(Newark)	EWR	AA	Market 3-4062	9,5,15,10,52	6000	A	A	AC	G	1.00	2.00
		AL	Market 2-2442	3,19	150	A	A	AC		1.00	2.00
		AX	MItchell 2-4605								
		BN	Market 3-2041	5,10,52	200	A	A	AC		1.00	2.00
		CA	MItchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		DL	MA-3-3543	1-A, 10	6000	A	A	AC		1.00	2.00
		EA	MItchell 3-8389	6,7,8,16,10,19,52	500	A	A	AC		1.00	2.00
		FTL	MArket 4-3700	23	10000	A	A	AC		1.00	2.00
		MO	MItchell 2-0335	9,3	200	A	A	AC		1.00	2.00
		NA	Market 4-1953	9,5,6,10,7	400	A	A	AC		1.00	2.00
		NY	MItchell 2-8681	20,21	200	A	A	AC		1.00	2.00
		TW	Market 3-5640	8,7,19	400	A	A	AC		1.00	2.00
		UA	Market 2-2369	9,15,10,4	6000	A	A	AC		1.00	2.00
NEWCASTLE, WYO.	ECS	FL	SH 6-4421	3	200	C	D	DEN			
NEWPORT, VT.	EFK	NE Seasonal	1099	3	200	C		C			
NEWPORT, ORE.	ONP	WC	UNion 7-3373	3	150			PDX		No Service Available	
NEWPORT NEWS, VA.	PHF	CA	WArwick 8-1141	3,4	150	C	C	C	G	.55	1.35
		NA	Lee Hall 5181	9	200	C	C	C		.55	1.35
		PI	Lyric 6-2621	3	100	C	C	C	G	.55	1.35
NIAGARA FALLS, N.Y.	IAG	AA		Served through Buffalo N.Y.						.65	1.95
		CA		Served Through Buffalo N.Y.						.65	1.95
		MO		Served Through Buffalo N.Y.						.65	1.95
		AL		Served Through Buffalo N.Y.						.65	1.95
NOME, ALASKA	OME	ASA	Main 199	3,4	1000						

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
NORFOLK, NEB.	OFK	FL.	FRontier 1-0415	3	200					No Service Available	
		NO.	FRontier 1-5600	3	200					No Service Available	
NORFOLK, VA.	ORF	CA.	LOwell 3-3101	3,4,22,8.	250	A	C	C	G	.55	1.25
		NA.	ULysses 3-4378.	9	400	A	C	C		.55	1.25
		PI.	UL 5-4761	3	100	A	C	C	G	.55	1.25
		RD.	LOwell 5-4978	1	6000	A	C	C		.55	1.25
NORTH BAY, ONT.	YYB	TC.	3366.	22A	200	C	C	C		.50	1.00
NORTH BEND, ORE.	OTH	WC.	SKyline 9-1011.	3	150	A	A	C		No Service Available	
NORTH EAST CAPE, ALASKA⑥	ORC	AS.		3	500						
NORTH HOLLYWOOD, CAL.⑥	—	LX.		20.	200			LAX			
NORTH PLATTE, NEB.	LBF	FL.	LE 2-3600	3,9	200	C		DEN		No Service Available	
NORWALK, CONN.		NY.		19.	200					No Service Available	
NYACK, N.Y.	PJR	See Pearl River N.Y.									
OAK BLUFFS, MASS.	MVY	See Martha's Vineyard									
OAKLAND, CAL.	OAK	AA.	HIghgate 4-6056	5,10.	6000	A	A	C		.75	1.55
		FT.	LOckhaven 2-1871.	23.	10000	A	A	C		.75	1.55
		PA(See San Francisco)	GL-1-5888								
		PC.	LOckhaven 8-3422.	3,19.	200	A	A	C		.75	1.55
		TW.	HIghgate 4-6730	8	250	A	A	C		.75	1.55
		UA.	LOckhaven 3134.	9,5,10.	6000	A	A	C		.75	1.55
		WA.	Lockhaven 8-3012.	6	200	A	A	C		.75	1.55
		WC.	Lockhaven 2-6400	3	150	A	A	C		.75	1.55
OCALA, FLA.	OCF	EA.	MA-2-3207	19.	200	A	C	TPA	G	.35	.75
ODESSA, TEX.	MAF	AA.	FE-7-3561	9,5,10.	250	C	C	ELP		.40	1.25
		CO.	FEderal 7-2371.	9,3	200	C	C	ELP		.40	1.25
OGDEN, UTAH	OGD	WC.	Export 4-4533	3	150	C	A	DEN		.40	1.10
OGDENSBURG, N.Y.	OGS	MO.	1226.	3	200	C	C	C		No Service Available	
OIL CITY, PA.	FKL	See Franklin Pa.									
OKLAHOMA CITY, OKLA.	OKC	AA.	MElrose 2-6378.	9,5,10.	600	A	A	DAL	G	.60	1.20
		BN.	MU 5-5113	9,5,52.	500	A	A	DAL		.60	1.20
		CO.	MUtual 5-7791	3,22.	200	A	A	DAL		.60	1.20
		CN.	MUtual 5-7744	3	200	A	A	DAL		.60	1.20
		TW.	ME-8-3377	8	250	A	A	DAL		.60	1.20
OLYMPIA, WASH.	OLM	WC.	Fleetwood 6-6645.	3	150	C	A	C		No Service Available	
OMAHA, NEB.	OMA	BN.	WE 0682	9,3	500	A	A	C	G	.55	1.25
		FL.	WEbster 8900.	3,9	200	A	A	C		.55	1.25
		NO.	ATlantic 9876	3	200	A	A	C		.55	1.25
		OZ.	HArney 7957	3,54.	200	A	A	C		.55	1.25
		UA.	WEbster 2429.	9,5,6,10.	400	A	A	C		.55	1.25
OMAK, WASH.	OMK	WC.	612	3	150	C	C	GEC		No Service Available	
ONTARIO, ORE.	ONO	WC.	TUcker 9-5632	3	150	C	C	GEG		No Service Available	
ONTARIO, CALIF.	ONT	BL.	YUkon 6-6724.	3	200	C	C	LAX		.65	1.40
		WA.		6,9	150	C		LAX		.65	1.40
ORANGE, CALIF.⑥		LX.		20.	200			LAX			
ORLANDO, FLA.	ORL	DL.	CHerry 1-4530	5,1A.	4000					.60	1.20
		EA.	4-4524.	9,19,7,8,6,10.	200	A	A	TPA	G	.60	1.20
		NA.	GArden 2-0709	9,6	200	A	A	TPA		.60	1.20
		RD.	GArden 5-2696	1	6000	A	A	TPA		.60	1.20
OSHKOSH, WIS.	OSH	NO.	BEverly 5-3106.	3,9	200	C	C			No Service Available	
OSSINING, N.Y.		NY.		20.	200			LGA		No Service Available	
OTTAWA, ONT.	YOW	EA.	TA 2-0479	7	200	C	C	AC			
		TC.	CEntral 2-9611.	22A	200	C	C	C		.50	1.00
OTTUMWA, IOWA	OTM	OZ.	Murray 2-1660	3,54.	200	A	A	PIA		.50	1.00
OWENSBORO, KY.	OWB	EA.	MU 3-1585	19.	200	C	C	SDF		No Service Available	
		OZ.	Murray 4-2976	3,54.	200	C	C	SDF		No Service Available	
OXNARD, CALIF.	OXR	PC.	HUnter 3-4614	3	200	C	C	LAX		No Service Available	
PADUCAH, KY.	PUK	DL.	31732	9,3	200	C	C	EVV		.55	1.85
		OZ.	3-6238.	3,54.	200	A	C	EVV		.55	1.85
PAGE, ARIZ.	PGA	BL.	Midway 5-2404	3	200						
PALATKA, FLA.	PLK	RD (Demand Service)		1	6000					No Service Available	
PALMDALE, CALIF.	PMD	PC.	Windsor 7-2195.	19.	200			LAX			
PALM SPRINGS-INDIO, CALIF.	PSP	WA.	FAirview 5-2709	6	200	C	C	SAN		No Service Available	
		BL.	FAirview 5-5053	3	200	C	C	SAN		No Service Available	
PANAMA CITY, FLA.	PFN	NA.	POplar 3-9087	9	200	A	C	C	G	.80	1.10
		SO.	SU-5-6166	3	100					.80	1.10
PARIS, TEX.	PRX	CN.	SUnset 4-8535	3	200	C	A	DAL		.55	1.25
PARKERSBURG, W. VA.	PKB	AA.	HUdson 5-5542	9	250	C	C	PIT	G	.60	1.60
		AL.	HUdson 5-4541	3,19.	150	C	C	PIT		.60	1.60
		FI.	GArfield 8-6787	3	100	C	C	PIT		.60	1.60
PASCO, WASH.	PSC	WC.	Liberty 7-5547.	3	150	C	C	GEG		.50	1.30
PASO ROBLES, CALIF.	PRB	PC.	1700.	3	200	C	C	LAX			
PATERSON, N.J.	PNJ	NY.		20.	200			LGA		No Service Available	
PAWTUCKET, R.I.	SFZ	NE.	POplar 2-6230	3	200	A	C	PVD		No Service Available	
PAYETTE, IDA.	PYO	See Ontario, Ore.									
PEARL RIVER, N.Y.	PJR	NY (Service Suspended).									
PECOS, TEX.	PEQ	TT.	NI 5-2738	3	150	C	A	ELP		No Service Available	
PENDLETON, ORE.	PDT	UA.	CHestview 6-7211	9,5,6	400	C	A	GEG		.45	.95
		WC.	CHestview 6-2461.	3	150	C	A	GEG		.45	.95
PENSACOLA, FLA.	PNS	EA.	HE 2-2314	8,9	200	C	A	C	G	.50	.95
		NA.	HEmlock 2-5152.	9	400	C	A	C		.50	.95
PENTICTON, B.C.	YYF	CP.	2947.	9	200	C	C	C		.25	.60
PEORIA, ILL.	PIA	AA.	7-3555.	9	250	C	A	C		.50	1.45
		OZ.	7-3548.	3,54.	200	C	A	C		.50	1.45
		TW.	7-4449.	19.	400	C	A	C		.50	1.45
PERU, IND.	OKK	See Kokomo, Ind.									
PHILADELPHIA, PA.	PHL	AA.	SAratoga 7-7977	9,5,15,52,10.	250	A	A	C	G	.60	1.55
		AL.	SAratoga 7-7979	3,19.	150	A	A	C		.60	1.25
		CA.	SAratoga 7-6609	3,4,22.	250	A	A	C		.60	1.55
		DL.	SAratoga 7-9912	9,10,1-A.	6000	A	A	C		.60	1.55
		EA.	SA-9-2115	10,7,19,8	200	A	A	C		.60	1.55
		FT.	SAratoga 6-7100	Served through NYC/EWR	10000	A	A	C		.60	1.55
		HA.	SAratoga 6-2235	9,10.	400	A	A	C		.60	1.55
		NE.	SAratoga 4-0310	6,22.	200	A	A	C		.60	1.55
		PAA	LOcust 8-1360	6,10.	600	A	A	C		.60	1.55
		RD.	SAratoga 4-0332	1	6000	A	A	C		.60	1.55
		TW.	LOcust 8-3230	8,7,19,50,8A,23	4000	A	A	C		.60	1.55
		UA.	SAratoga 7-9234	9,5,15,6,10,53.	6000	A	A	C		.60	1.55
PHILIPSBURG, PA.	PSB	AL.	DIckens 2-1670.	3,19.	150	C		PHL		.75	1.70
PHOENIX, ARIZ.	PHX	AA.	ALpine 6-6761	5,10.	600	C	C	DUG	G	.35	1.40
		BL.	ALpine 8-8666	3	200	C	C	DUG		.35	1.40
		FL.	Bridge 5-1641	3,9	200	C	C	DUG		.55	1.40
		TW.	Bridge 5-5487	8,7	250	C	C	DUG		.55	1.40
		WA.	Bridge 5-6271	6,52.	200	C	C	DUG		.55	1.40
PIERRE, S. D.	PIR	NO.	CApital 4-5846	3	200	C	C	OMA		.35	.75
		WA.	2448.	9	200	C	C	OMA		.35	.75
PINE BLUFF, ARK.	PBF	TT.	JE 4-8612	3	150	C		MEM		No Service Available	
PINEHURST, N.C.	SOP	PI.	Sou. Pines 2-8941	3	100	C	C	RDU		1.00	1.00
PITTSBURG, KAN.	PTS	OZ.	3600.	3,54.	200	C				No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
PITTSBURGH, PA.	PIT	AA	SPaulding 1-2255	9	250	A	A	C	G	.80	1.55
		AL	Spaulding 1-3512	3,19	150	A	A	C		.80	1.55
		CA	Spaulding 1-1600	3,4,8,22	250	A	A	C		.80	1.55
		EA	SP-1-3100	9,7,19,52	200	A	A	C		.80	1.55
		LC®	SPaulding 1-4938	3	200	A	A	C			
		NW	SPaulding 1-1000	6,11	200	A	A	C		.80	1.55
		TW	EXpress 1-3240	8,7,19,50,8A,23	1000	A	A	C		.80	1.55
		UA	FEderal 1-6137	10	200	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	MO	2-8635	3	100	C	C	BDL		.55	1.30
		NE	9857	3	200	C	C	BDL		.55	1.30
PLAINVIEW, TEX.	PVW	CM	CApitol 4-7829	3	200			DAL		.35	.75
PLATTSBURG, N.Y.	PLB	EA	1983	19	200	C	C	MAL		No Service Available	
POCATELLO, IDA.	PIH	WA	CEdar 2-8756	9	200	C	C	GTF	G	.55	1.15
		WC	CEdar 2-3584	3	150	C	C	GTF		.55	1.15
POMONA, CAL.®	JPO	LX		20	200			LAX			
PONCA CITY, OKLA.	PNC	CN	ROgers 2-1611	3	200	C	A	MKC		No Service Available	
PORT ANGELES, WASH.	CIM	WC	GLencourt 7-3101	3	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YQT	TC								.50	1.00
PORT ARTHUR, TEX.	BPT	DL	YU-3-4321	9	300	C	A	C		.55	1.50
		EA	YU-3-3317	19,9	200	C	A	C		.55	1.50
		TT								.55	1.50
PORTLAND, ME.	PWM	NE	SPruce 4-3941	9,3	200	A	C	PWM		.50	1.00
PORTLAND, ORE.	PDX	AS	ATlantic 8-5073	4,6	1000	A	A	C	G	.60	1.35
		FT	ATlantic 1-1158	1	10000	A	A	C		.60	1.35
		NW	ATlantic 7-1103	4,6,10,2	500	A	A	C		.60	1.35
		PAA	CA 7-6673	10,50	600	A	A	C		.55	1.25
		PN	AT-8-5043	3,4,8		A	A	C		.50	1.25
		UA	ATlantic 7-2411	9,6,10,5	400	A	A	C		.60	1.35
		WA	ATlantic 7-3221	6,52	200	A	A	C		.60	1.35
		WC	ATlantic 8-5551	3	150	A	A	C		.60	1.35
PORTSMOUTH, OHIO®	PMH	LC	BLackburn 9-6321	3	200						
POUGHKEEPSIE, N.Y.	POU	MO	GRover 1-3900	3	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	FL	Skyline 4-4222	3	200	C	C	GTF		No Service Available	
PRESCOTT, ARIZ.	PRC	BL	252	3	200	C	C	DUG		.65	1.20
		FL	HI 5-2100	3	200	C	C	DUG		.65	1.20
PRESQUE ISLE, ME.	PQI	NE	4931	3	200	A	A	HUL		No Service Available	
PRINCE GEORGE, B.C.	YXS	CP	7	3,6,9	200	C	C	C			
PRINCE RUPERT, B.C.	YPR	CP	3213		200	C		C			
PRINCETON, W.VA.	BLF	PI	Enterprise 0500	3	100	C		INT		No Service Available	
PROVIDENCE, R.I.	PVD	AA	REgent 7-1053	9,5	500	A	A	C	G	.50	1.35
		EA	REgent 7-9616	8,10	200	A	A	C		.50	1.35
		FT	ELmhurst 1-8500	Served Through Boston Mass.						.50	1.35
		MA	REgent 9-1405	9	200	A	A	C		.50	1.35
		NE	Union 1-3300	3	200	A	A	C		.50	1.35
		UA	TEmple 1-6950	6	300	A	A	C		.50	1.35
PROVO, UTAH	PVU	BL	FRanklin 3-7077	6	200	C	C	DEN		No Service Available	
PUEBLO, COLO.	PUB	CO	WHitney 8-3316	3,22	200	C	A	DEN	G	.40	1.00
		FL	WHitney 8-3323	3	200	C	A	DEN		.40	1.00
PULLMAN, WASH.	PUW	WC	LOgan 7-3761	3	150	C	C	GEG		No Service Available	
QUEBEC CITY, QUE.	YQB	TC		22A	200	C	C	C		.75	1.00
QUESNEL, B.C.	YQZ	CP	60	3	200	C	C				
QUINCY, ILL.	UIN	CE	Baldwin 2-3442	3,54	200	C	C	STL		.75	1.75
RALEIGH, N.C.	RDU	CA	TEmple 2-3876	3,22	150	C	A	C	G	.70	1.50
		EA	TE 2-7380	8,19,7,9	200	A	A	C		.70	1.50
		PI	VAnce 8-5721	3	100	C	A	C	G	.70	1.50
RAPID CITY, S.D.	RAP	FL	FIllmore 3-6361	3	200	C	C	DEN		1.05	1.10
		NO	FIllmore 3-5544	3	200	C	C	DEN		1.05	1.10
		WA	FIllmore 2-7110	9	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL	East 4-4571	3	200	C	C	DEN		No Service Available	
READING, PA.	RDG	EA	FRanklin 5-8565	19	200	A	C	PHL		.45	1.35
		CA	4-4947	3	150	A	C	PHL		.45	1.35
		TW	FRanklin 6-7353	19	400	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC	LAurence 7-1701	3	200	C	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PC	CHestnut 3-1211	3,19	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RDM	WC (See Bend, Ore.)									
REGINA, SASK.	YQR	TC	LA-2-5622	13,3,22A	200	C	C	C		.50	1.00
REHOBOTH BEACH®	REH	AL (Service Suspended)									
RENO, NEV.	RNO	BL	Fairview 9-0001	3	200	C	C	SFO	G	.50	1.25
		UA	Fairview 9-0211	9,5,6	400	C	C	SFO		.50	1.25
		WA	FAirview 3-1801	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO	FOrest 2-6316	3	200	C	C			No Service Available	
RICHLAND, WASH.	PSC	See Pasco, Wash.									
RICHMOND, IND.®	RID	LC	4-1121	3	200						
RICHMOND, VA.	RIC	AA	FAirfield 2872	9	500	A	A	C	G	.45	1.25
		AX-(Service Suspended)									
		CA	7-4609	22,4	150	A	A	C		.45	1.25
		EA	FAirfield 4105	8,19	200	A	A	C		.45	1.25
		NA	REpublic 7-4186	9	200	A	A	C		.45	1.25
		PI	RE 7-4101	3	100	A	A	C	G	.45	1.25
		RD (Service Suspended)									
RIMOUSKI, P.Q.	YRM	QBA		3	400						
RIVERSIDE, CALIF.	JRD	BL	Overland 9-6221	3	200	C		LAX		No Service Available	
RIVERTON, WYO.	RIW	FL	ULster 6-3552	3	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA	EMpire 6-3455	9	500	A	A	RIC	G	.45	1.00
		EA	6-0351	19	200	A	A	RIC		.45	1.00
		PI	EMpire 6-0381	19	100	A	A	RIC		.45	1.00
ROCHESTER, MINN.	RST	BN	AT 94591	9	200	C	A	C	G	.35	.85
		NW	ATlas 2-1709	4	200	C	A	C		.35	.85
		CE	3333	3,54	200	C	A	C		.35	.85
ROCHESTER, N.Y.	ROC	AA	FAirview 8-4040	9,5	500	A	C	AC	G	.55	1.25
		CA	BEverly 5-8524	3,4,8,22	250	A	C	AC		.55	1.25
		FT	Baker 5-1473	Served Through Buffalo N.Y.						.55	1.25
		MD	FAirview 8-1550	9,3	200	A	C	AC		.55	1.25
		CE	5-0661	3,54	200					.75	1.75
		NO	WOodland 5-1400	3	200					.75	1.75
ROCK ISLAND, ILL.		See Moline, Ill.									
ROCKLAND, ME.	RKD	NE	804	3	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL	EMpire 2-5522	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N.C.	RMT	CA	2-2144	3	150	C	C	RDU		.50	1.50
ROME, GA.	RMG	EA	2-1521	19	200	C	A	ATL		.40	1.00
ROME, N.Y.	UCA	See Utica, N.Y.									
ROSEBURG, ORE.	RBG	WC	ORchard 3-3231	3	150	A	A	OTH		No Service Available	
ROSWELL, N.M.	ROW	CO	MA-2-7432	3	200	C	C	ELP		.35	.75
ROSS BAY, LAB.	YRF	QBA		3	400						
ROUYN, QUE.	YUY	TC		22A	200	C	C	C		.75	1.00
RUPERT, IDA.	BYI	WC	ORchard 8-7402	3	150	A	A	GFT		No Service Available	
RUTHERFORD, N.J.	RTF	NY		20	200			LGA		No Service Available	
RUTLAND, VT.	RUT	EA	Prospect 3-6990	19	200	C	C	BTV		No Service Available	
SACRAMENTO, CALIF.	SAC	PC	GLadstone 6-6406	19,3	200	A	C	SFO	G	.60	1.35
		UA	GLadstone 6-7861	9,5,6	400	A	C	SFO		.60	1.35
		WC	GArden 1-2440	3	150	A	C	SFO		.60	1.35
SAFFORD, ARIZ.	SAD	FL	1004	3	200	C		DUG		No Service Available	
SAGINAW, MICH.	MBS	CA	OXbow 5-6371	3,22,4	250	C	C	C		.70	1.45
SAGUENAY, QUE.	YBG	TC		22A	200					No Service Available	
SAINT JOHN, N.B.	YSJ	TC	3-1231	22A	200	C	C	C		.50	1.00
ST. JOHN'S, N'FLD	YYT	TC	2370	13,22A	200	C	C	C		.50	1.00
		MAR		3,1,4	500	A	A	A			

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ST. JOSEPH, MICH.		See Benton Harbor									
ST. JOSEPH, MO.	STJ	FL	ADams 4-7919	3	200	C	C	C		.55	1.35
		OZ	Adams 2-6066	3,5	200	C	C	C		.55	1.35
ST. LOUIS, MO.	STL	AA	PArkview 5-5510	9,5,10,15,52	7000	A	A	C	G	.60	1.60
		BN	PE-1-2243	9,3,22	200	A	A	C		.60	1.60
		CN	PErshing 1-2231	3	200	A	A	C		.60	1.60
		DL	PE-1-2194	9,5,10,1-A	6000	A	A	C		.60	1.60
		EA	PE-1-0510	9,19,10,52	200	A	A	C		.60	1.60
		OZ	PErshing 1-0990-J	3,54	200	A	A	C		.60	1.60
		TW	GEneva 6-4800	8,7,19,50,8A,23	4000	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP	BN	Call MSP	9,3,5	500	C	A	C		.50	1.15
		CA	PArkway 1-1831	22	150	C	A	C		.50	1.15
		FT	PArkway 1-3311	1	6000	C	A	C		.50	1.15
		NO	PArkway 2-8281	3,9	200	C	A	C		.50	1.15
		NW	PArkway 1-3567 Ext. 204	11,2,4,6,10,52	2000	C	A	C		.50	1.15
		WA	PArkway 1-3383	6,9,52	200	C	A	C		.55	1.30
ST. PETERSBURG, FLA.	PIE	EA	HE 5-2121	7,9,52,8,10,19	200	C	C	AC	G	.75	1.50
		DL	HE 6-7794	5	300	C	C	AC	G	.75	1.50
		NA	HEmlock 5-2161	9,6	200	A	C	AC		.75	1.50
		NE Served Through Tampa	TAmpa 7-8492	6	200	A	C	AC			
		NW		10	200						
		RD	RKdwood 6-1351	1	6000	A	C	AC		.75	1.50
		TC	5-7611	(Served Through Tampa)							
SALEM, ORE.	SLE	UA	EMpire 2-2441	9	300	C	A	PDX	G	.50	1.00
		WC	Justice 1-2448	3	150	C	A	PDX		.50	1.00
SALINA, KAN.	SLN	CO	TA-7-5553	3	200	C	A	MKC	G	.35	1.00
SALINAS, CALIF.	SNS	UA	HArrison 4-7686	9	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SBY	AL	3158	3	150	C	A			.50	1.25
SALT LAKE CITY, UTAH.	SLC	BL	Davis 8-8656	9	200	A	C	DEN	G	.40	1.10
		FL	Empire 3-6796	3,9	200	A	C	DEN		.40	1.10
		UA	Davis 8-8011	9,5,6,10,15	6000	A	C	DEN		.40	1.10
		WA	DAvis 2-0186	9,6,52	200	A	C	DEN		.40	1.10
		WC	DAvis 8-0976	3	150	A	C	DEN		.40	1.10
SAN ANGELO, TEX.	SJT	CO	7196	3,22	200	C	C	SAT		.50	1.10
		TT	8193	3	150	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	AA	TAylor 4-1401	9,15	6000	A	A	C	G	.55	1.10
		BN	TA 2-3391	52,5,9,7,10	500	A	A	C		.55	1.10
		CMA	CA 5-6303	4,5		A	A	C			
		CO	TA 6-8591	10,5,6	400	A	A	C		.55	1.10
		EA	TA 6-3230	9,7,10,1,52	200	A	A	C		.55	1.10
		TT	TA 6-0301	3	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HRL	TT	GA 3-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	JSB	LX		20	200	C		LAX			
	ONT	WA	YUkon 6-1119	6	200	C		LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	AA	CYpress 6-6128	5,10	600	C	A	AC	G	.65	1.50
					(10,000 Via LAX)						
		BL	CYpress 6-6144	3	200	C	A	AC		.65	1.50
		FT	CYpress 6-6273	Served through BUR	6000	C	A	AC		.65	1.50
		UA	Belmont 4-7171	9,5,6,10	400	C	A	AC		.65	1.50
		WA	CYpress 8-8861	6	200	C	A	AC		.65	1.50
SANDSPIT, B.C.	YZP	CP		3	200						
SAN FRANCISCO, CALIF.	SFO	AA	YUkon 2-4620	5,15,50A,10	6000	A	A	AC	G	.75	1.55
		FT	Plaza 5-9405	1,15,23	10000	A	A	AC		.75	1.55
		JL	JUno 3-3612	6	600	A	A	AC			
		PAA	EX 7-1414	11,10,50,4	4000	A	A	AC		.75	1.55
		PC	Plaza 5-9200	3,19	200	A	A	AC		.75	1.55
		TW	YUkon 2-5800	8,7,50,23	4000	A	A	AC		.75	1.55
		UA	Juno 8-2424, Juno 8-1443	9,5,15,6,10,53	6000	A	A	AC		.75	1.55
		WA	Plaza 6-0677	6,52	200	A	A	AC		.75	1.55
		WC	Plaza 6-7555	3	150	A	A	AC		.75	1.55
SAN JOSE, CALIF.	SJC	PC	CYpress 5-5408	3,19	200	C	C	SFO		1.00	2.00
SAN JUAN, PUERTO RICO	SJU	DL	9-0045	9	200		A	AC			
		AVIANCA		9			A				
		EA	9-0020	10,6,52	200	C	A	AC		.60	1.35
		PAA	2-5000	2,6,10,50	6000		A	AC			
		RD	9-0360	1,2	6000	C	A	AC		.60	1.35
		TRC	SAn Juan 9-0037	4,6,2	4000	C	A	AC		.65	1.35
SAN LOUIS OBISPO, CALIF.	SBP	PC	Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	BL	Kimberly 5-1146	3	200	C	C	LAX		.65	1.50
	JSA	LX		20	200	C	C	LAX			
SANTA BARBARA, CALIF.	SBA	PC	WOodland 8-5121	19	200		C	LAX		No Service Available	
		UA	WOodland 7-1255	9	200	A	A	LAX		No Service Available	
SANTA CIARA, CALIF.	SJC	See San Jose, Calif.									
SANTA CRUZ, CALIF.	WVI	SW (Service Suspended)									
SANTA FE, N.M.	SAF	CO	YUcca 3-6397	3,22	200	C	C	ELP	G	1.05	1.10
		TW	3-6671	19	250	C	C	ELP		1.05	1.10
SANTA MARIA, CALIF.	SMX	PC	WAlnut 5-2541	3	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF.	SMO	LX		20	200	C		LAX			
SANTA ROSA, CALIF.	STS	PC	Liberty 2-7095	3,19	200	C	C	SFO		No Service Available	
SARANAC LAKE, N.Y.	SLK	EA	2052	19	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	NA	ELgin 5-5131	9,6	200	A	C	TPA		.50	1.00
		RD (Demand Service)								.50	1.00
SASKATOON, SASK.	YXE	TC	8224	13,22A	200	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.	INR	CA	MElrose 2-3371	3,4	250	C	C	AC	G	.50	1.00
		NO	MElrose 2-3371	3	200	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	INR	TC	Algoma 6-5666	22A	200	C	C	C		.35	.75
SAVANNAH, GA.	SAV	DL	AD 3-0267	9,3	300	A	A	C	G	.75	1.50
		EA	Adams 3-6651	19	200	A	A	C		.75	1.50
		NA	Adams 6-8234	9	200	A	A	C		.75	1.50
SCOTTSBLUFF, NEB.	BFF	FL	MElrose 5-2067	3	200	C	C	DEN		.55	1.10
SCHEFFERVILLE, P.Q.	YKL	QBA		3	400						
SCRANTON, PA.	AVP	See Wilkes-Barre, Pa.									
SEATTLE, WASH.	SEA	AS	CHerry 2-0600	4,6	1000	C	C	AC	G	.50	1.50
(Seattle Tacoma)		NW	CHerry 4500	11,6,10,15A,4,2,52	2000	C	C	AC		.50	1.50
		PAA	MA 4-2121	11,10,50	600	C	C	AC		.50	1.50
		PN	CHerry 3-1079	4,8,16		C	C	AC		.50	1.50
		TC	CHerry 2211	3	200	C	C	AC		.50	1.50
		UA	MUtual 2-3700	9,6,10,5	400	C	C	AC		.50	1.50
		WA	CHerry 3-5800	6,52	200	C	C	AC		.50	1.50
SEATTLE, WASH. (Boeing Field)	BFI	FT	PArkway 3-5916	1	10000	C	C	AC		.60	1.65
		WC	PArkway 5-5500	3	150	C	C	AC		.60	1.65
SELMA, ALA.	SEM	DL	4-7581	3	200	C	C	ATL		.45	.90
SEVEN ISLANDS, QUE.	YZV	TC		22A	200	C	C	C		No Service Available	
SHEFFIELD, ALA.	MSL	EA	EV-3-5521	19,9	200	C	A	BHM		.35	.75
SHERIDAN, WYO.	SHR	WA	ORchard 4-2424	6	200	C	C	OTF		.50	1.00
SHERMAN, TEX.	SWI	CN	TWinbrook 2-4328	3	200	C	C	DAL		No Service Available	
SHREVEPORT, LA.	SHV	BN	6-7451	9,3	200	C	A	DAL		.65	1.35
		DL	6-1831	9,3,8,19	3000	C	A	DAL		.65	1.35
		TT	6-4571	3	150	C	A	DAL		.65	1.35
SIDNEY, MONT.	SDY	FL	838	3	200	C	A	OTF		No Service Available	
SIDNEY, NEB.	SNY	FL	3542	3	200			DEN			
SILVER CITY, N.M.	SVC	FL	0807	3	200	C	A	DUG		No Service Available	
SIOUX CITY, IOWA.	SUX	BN	8-5553	9,3	200	A	C	OMA		.45	.95
		NO	8-0591	3	200	A	C	OMA		.45	.95
		OZ	5-6308	3,54	200	A	C	OMA		.45	.95
SIOUX FALLS, S.D.	FSD	BN	4-6051	9,3	200	C	C	MSP	G	.55	1.10
		NO	4-9943	3	200	C	C	MSP		.55	1.10
		WA	4-4994	9,6	200	A	C	MSP		.55	1.10

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
SMITHERS, B.C.	YYD	CP.	. . . . .	1,3,6,9	200	. . .	. . .	. . .	. . .	. . .	. . .
SOUTH BEND, IND.	SBN	FT.	ATlantic 8-4441	Served Through Chicago		. . .	. . .	. . .	G	.55	1.20
		LC ✱	CEntral 4-4172	3	200	A	A	CHI	. . .	. . .	. . .
		NO.	CEntral 3-5131	3,9	200	A	A	CHI	. . .	.55	1.20
		TW.	CEntral 2-1414	19.	250	A	A	CHI	. . .	.55	1.20
		UA.	CEntral 2-4811	9,6	300	A	A	CHI	. . .	.55	1.20
SOUTHERN PINES, N.C.	SOP	FT.	2-8941	3	100	C	C	RDU	. . .	1.00	1.00
SPARTANBURG, S.C.	SPA	DL.	7131	3	200	A	A	ATL	. . .	.45	1.10
		EA.	3-6326	19.	200	A	A	ATL	. . .	.45	1.10
		SO.	3-5532	3	100	A	A	ATL	. . .	.45	1.10
SPEARFISH, S.D.	SPF	NO.	57	3	200	C	C	. . .	. . .	No Service Available	
SPOKANE, WASH.	GEG	NW.	MAdison 4-3213	11,4,6,10,2	500	A	A	C	G	.60	1.60
		UA.	TEmple 8-8222	9,5,6	300	A	A	C	. . .	.60	1.60
		WC.	RI 7-7114	3	150	A	A	C	. . .	.60	1.60
SPRINGFIELD, ILL.	SPI	AA.	8-3464	9	250	C	A	C	G	.40	1.10
		OZ.	8-9677	3,54	200	C	. . .	C	. . .	.40	1.10
SPRINGFIELD, MASS. (Bradley Field)	BDL	AA.	REpublic 7-3774	Served Through Hartford		. . .	. . .	. . .	G	.65	1.25
		EA.	RE-2-6275	Served Through Hartford		. . .	. . .	. . .	. . .	.65	1.25
		FT.	REpublic 4-5675	Served Through Hartford		. . .	. . .	. . .	. . .	.65	1.25
		NE.	NAtional 3-4418	Served Through Hartford		. . .	. . .	. . .	. . .	.65	1.25
		TW.	. . . . .	. . . . .	. . .	. . .	. . .	. . .	. . .	.65	1.25
		UA.	REpublic 9-3851	5,9,10,15	4000	A	C	. . .	. . .	.65	1.25
SPRINGFIELD, MASS. (Barnes Field)	BAF	MO.	REpublic 7-0107	3	200	A	C	C	. . .	.65	1.25
SPRINGFIELD, MO.	SGF	AA.	4-1871	9	250	A	C	MKC	G	.40	1.10
		DL.	4-7353	9,3	200	A	C	MKC	. . .	.40	1.10
		OZ.	4-6861	3,54	200	A	C	MKC	. . .	.40	1.10
SPRINGFIELD, OHIO ✱	SGH	LC.	ENterprise 5-6408	Served Through Dayton		. . .	. . .	. . .	. . .	. . .	. . .
STAMFORD, CONN.	SCC	NY.	DAvis 3-8785	20.	200	. . .	. . .	LGA	. . .	No Service Available	
STATE COLLEGE, PA.	PSB	See Philipsburg, Pa.	. . . . .	. . . . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
STAUNTON, VA.	SHD	PI.	Weyers Cave 2761	3	100	C	C	DCA	. . .	No Service Available	
STEPHENVILLE, NFLD.	YJT	TC.	5132	13	200	C	C	AC	. . .	.35	.75
		MAR	3,2144	3,1,4	500	A	A	A	. . .	. . .	. . .
STERLING, COLO.	STK	FL.	LA 2-5445	3	200	. . .	. . .	DEN	. . .	. . .	. . .
STEVENS POINT, WIS.	STE	NO.	DIamond 4-2233	3	200	C	C	. . .	. . .	No Service Available	
STILLWATER, OKLA.	SWO	CN.	FRontier 2-2647	3	200	C	C	DAL	. . .	No Service Available	
STOCKTON, CALIF.	SCK	FC.	HOward 4-2640	3	200	C	C	SFO	G	.80	1.85
		UA.	HOward 6-9755	9	200	C	C	SFO	. . .	.80	1.85
STUART, FLA.	SUA	RD (Demand Service)	933	1	6000	. . .	. . .	. . .	. . .	No Service Available	
STUTTGART, ARK.	SGT	TT.	WA 2-6200	3	150	C	C	MEM	. . .	No Service Available	
SUDBURY, ONT.	YSB	TC.	OSborne 4-4248	22A	200	C	C	C	. . .	.50	1.00
SUPERIOR, WISC.	--	See Duluth.	. . . . .	. . . . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
SWIFT CURRENT, SASK.	YYN	TC.	2945	3	200	C	C	C	. . .	.70	.75
SYDNEY, N.S.	YQY	TC.	4546	13,22A	200	C	C	C	. . .	.50	1.00
SYRACUSE, N.Y.	SYR	AA.	GLenview 4-2423	9,5,10	500	C	C	C	G	.45	1.25
		EA.	. . . . .	7,19	200	C	C	C	. . .	.45	1.25
		MO.	54-3251	9,3	200	C	C	C	. . .	.45	1.25
TACOMA, WASH.	SEA	WA.	BRoadway 2-5188	6	200	C	C	AC	. . .	.65	1.75
TALLAHASSEE, FLA.	TLH	EA.	3-2800	19,9	200	A	A	PFN	G	.50	1.50
		NA.	2-4410	9	200	A	A	PFN	. . .	.50	1.50
TAMPA, FLA.	TPA	CA.	. . . . .	. . . . .	. . .	. . .	. . .	. . .	. . .	.75	1.50
		EA.	REdwood 6-2461	8,7,19,9,52,10	200	A	A	AC	G	.75	1.50
		DL.	REdwood 6-9447	5,1A	2000	A	A	AC	. . .	.75	1.50
		NA.	REdwood 6-9833	9,5,6,52	400	A	A	AC	. . .	.75	1.50
		NE.	RE 6-2987	6,22	200	A	A	AC	. . .	.75	1.50
		NW.	. . . . .	10,6,52	200	. . .	. . .	. . .	. . .	.75	1.50
		RD.	REdwood 6-1351	1	6000	A	A	AC	. . .	.75	1.50
		TC.	ENterprise 5-7611	13,7A	200	A	A	AC	. . .	.75	1.50
		TW.	REdwood 6-4108	7	250	A	A	AC	. . .	.75	1.50
		ASA	ME-5-2151	1	. . .	A	A	AC	. . .	. . .	. . .
TEMPLE, TEX.	TPL	CO.	PR 3-5222	3	200	C	C	SAT	G	.55	1.35
		TT.	PR 8-2777	3	150	A	C	SAT	. . .	.55	1.35
TERRACE, B.C.	YXT	CP.	152	3	200	C	. . .	. . .	. . .	.25	.60
TERRE HAUTE, IND.	HUF	LC ✱	L-6159	3	200	A	C	EVV	. . .	. . .	. . .
		TW.	LIncoln 1234	19.	250	A	C	EVV	. . .	No Service Available	
TETERBORO, N.J.	TEB	NY.	. . . . .	19.	200	. . .	. . .	LGA	. . .	No Service Available	
TEXARKANA, ARK.	TXK	BN.	2-6562	3	200	C	C	DAL	. . .	.50	1.10
		TT.	2-4517	3	150	C	C	DAL	. . .	.50	1.10
THIEF RIVER FALLS, MINN.	TVF	NO.	MUrdock 1-1223	3	200	C	A	. . .	. . .	No Service Available	
TIMMINS, ONT.	YTS	TC.	1440	22A	200	C	C	C	. . .	.55	1.25
TOLEDO, OHIO.	TOL	CA.	HOlland HU 7-2121	3	150	C	A	C	G	.45	1.50
		DL.	HOlland 7-2369	9,3	300	C	A	C	. . .	.45	1.50
		EA.	HOlland 7-2311	9,7,10	200	C	A	C	. . .	.45	1.50
		FT.	CHerry 4-2276	Served Through Detroit Mich.		. . .	. . .	. . .	. . .	.45	1.35
		LC ✱	UN(Holland)9-2358	3	200	C	A	C	. . .	. . .	. . .
		TW.	CHerry 4-8343	3,19	250	C	A	C	. . .	.45	1.50
		UA.	UNiversity 5-5261	9,6	300	C	A	C	. . .	.45	1.50
TONOPAH, NEV.	TPH	BL.	742	3	200	C	A	SFO	. . .	No Service Available	
TOPEKA, KAN.	TOP	CO.	CEntral 3-2307	3	200	A	A	MKC	G	.55	1.25
		CN.	CEntral 3-9671	3	200	A	A	MKC	G	.55	1.25
TORONTO, ONT.	YYZ	AA.	EMpire 8-4365	9,5,52	600	A	A	AC	. . .	.55	1.25
		CP.	BUtler 6-3601	14A	500	A	AC	AC	. . .	.45	1.10
		TC.	EMpire 6-9471	12,13,7A,22A	200	A	A	AC	. . .	.45	1.50
TRAIL, B.C.		See Castlegar	1388	9	200	C	C	C	. . .	.75	.75
TRAVERSE CITY, MICH.	TVC	CA.	WIndsor 7-5955	3,4	150	A	A	MKG	. . .	No Service Available	
TRENTON, N.J.	TTN	AL.	TUxedo 2-4100	3	150	C	A	PHL	. . .	.55	1.10
		NY (Service Suspended)	. . . . .	. . . . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
TUSCON, ARIZ.	TUS	AA.	MAin 3-4911	5,10	250	A	A	DUG	G	.78	1.50
		FL.	MAin 2-7447	3,9	200	A	A	DUG	. . .	.78	1.50
		TW.	MAin 3-5438	8	250	A	A	DUG	. . .	.78	1.50
TULSA, OKLA.	TUL	AA.	TEmple 8-3361	9,5,10,52	600	A	A	MKC	G	.50	1.25
		BN.	TEmple 5-1561	9,3	500	A	A	MKC	. . .	.50	1.25
		CO.	TEmple 5-7677	3,5,22	200	A	A	MKC	. . .	.50	1.25
		CN.	TEmple 5-9521	3	200	A	A	MKC	. . .	.50	1.25
		TW.	TEmple 5-8431	8	250	A	A	MKC	. . .	.50	1.25
TUPELO, MISS.	TUP	SO.	VInewood 2-2055	3	100	C	. . .	. . .	. . .	.60	1.20
TUSCALOOSA, ALA.	TCL	SO.	PL 2-3541	3	100	. . .	A	. . .	. . .	.50	1.00
TUSCUMBIA, ALA.	MSL	See Sheffield, Ala.	. . . . .	. . . . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
TWIN FALLS, IDA.	TWF	WC.	REdwood 3-6721	3	150	C	C	SEA	. . .	.50	1.00
TYLER, TEX.	TYR	TT.	4-9379	3	150	C	A	DAL	G	.60	1.35
UKIAH, CALIF.	UKI	FC.	Homestead 2-3742	3	200	. . .	C	. . .	. . .	No Service Available	
UNIVERSITY, OXFORD, MISS.	UOX	SO.	2498	3	100	. . .	. . .	. . .	. . .	No Service Available	
URBANA, ILL.	CMI	See Champaign, Ill.	. . . . .	. . . . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
UTICA, N.Y.	UCA	MO.	6-9975	9,3	200	C	C	C	G	.75	1.10
VAL D'OR, QUE.	YVO	TC.	. . . . .	22A	200	C	C	C	. . .	.50	1.00
VALDOSTA, GA.	VLD	NA.	CHerry 2-4862	17	100	C	C	JAX	. . .	.60	1.35
		SO.	CH 2-8945	3	100	C	C	JAX	. . .	.60	1.35
VALENTINE, NEB.	VTN	FL.	82	3	200	. . .	. . .	OMA	. . .	No Service Available	
VANCOUVER, B.C.	YVR	TC.	TAtlow 6301	12,13,3,7A,22A	200	C	C	C	. . .	.35	.85
		UA.	CRestwood 8-2177	9,10,6,5	300	C	C	C	. . .	.45	.85
		CP.	MUtual 3-9211	3,6,9,14A	500	C	AC	C	. . .	.35	.85
VENTURA, CALIF.	OXR	See Oxnard, Calif.	. . . . .	. . . . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
VERNAL, UTAH.	VEL	FL.	973	3	200	C	A	DEN	. . .	No Service Available	
VERO BEACH, FLA.	VRB	EA.	JOrdan 7-3456	19.	200	A	A	PBI	. . .	.35	.75
VICKSBURG, MISS.	VKS	SO.	550	3	100	C	. . .	. . .	. . .	.75	1.50
VICTORIA, B.C.	YYJ	TC.	2-5147	3	200	C	C	C	. . .	.35	.75
VICTORIA, TEX.	AOE	TT.	HI 5-2341	3	150	C	. . .	SAT	. . .	No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
VIRGINIA BEACH, VA.	ORF	PI.	UL 5-4761	3					G		
VISALIA, CALIF.	VLS	UA.	Redwood 4-9293	9	200	C	C	LAX		No Service Available	
WACO, TEX.	ACT	BN.	PL-4-3561	9	200	C	A	DAL	G	.55	1.25
		CO.	Plymouth 4-4618	3	200	C	A	DAL		.55	1.25
WALLA WALLA, WASH.	ALW	UA.	Jackson 5-5860	9	200	A	A	GHG		.75	1.35
		WC.	JAckson 9-0780	3	150	A	A	GHG		.75	1.35
WARREN, OHIO.	—	Served Through Youngstown, Ohio									
WARWICK, VA.	PHF	See Newport News.									
WASHINGTON, D.C.	DCA	AA.	EXecutive 3-4660	9,5,15,10,30A,52	6000	A	A	AC	G	.65	1.50
		AL.	District 7-9660	3,19	150	A	A	AC		.65	1.50
		AX-(Service Suspended).									
		BN.	STerling 3-6280	5,52	500	A	A	AC		.65	1.50
		CA.	STerling 3-300	3,4,8,22	250	A	A	AC		.65	1.50
		DL.	District 7-9640	9,10,8	300	A	A	AC		.65	1.50
		EA.	RE 7-6880	10,8,6,7,19,52	200	A	A	AC		.65	1.50
		NA.	District 7-8905	9,5,6,10,52	400	A	A	AC		.65	1.50
		NE.	STerling 3-3931	6,22	200	A	A	AC		.65	1.50
		NW.	STerling 3-9014	11,10,6	500	A	A	AC		.65	1.50
		PAA	REpublic 7-5700	6	400	A	A			.65	1.50
		PI.	District 7-1800	3	100	A	A	AC	G	.65	1.50
		RD.	Served Through Baltimore, Md.							.65	1.50
		TW.	STerling 3-4221	8,7,19	400	A	A	AC		.65	1.50
		UA.	STerling 3-0895	9,10,6,5	300	A	A	AC		.65	1.50
WATERLOO, IOWA.	ALO	BN.	AD 4-6835	9,3	200	C	C	FIA		.55	1.35
		OZ.	ADams 2-0042	3,54	200	C	C	FIA		.85	1.35
WATERTOWN, N.Y.	AHT	EA.	TEnnyson 6-3311	19	200	C	C	A	G	.45	.85
		MO.	TEnnyson 6-2020	9,3	200	C	C	A		.45	.85
WATERTOWN, S.D.	ATY	NO.	TUrner 6-5729	3	200	A	C	MSP		No Service Available	
WATERVILLE, ME.	WVL	NE.	Trinity 2-2133	3	200	C	C	BGR		.35	.75
WATSON LAKE, Y.T.	YQH	CP.		1,3,6,9	200						
WAUSAU, WIS.	AUW	NO.	2-2096	3,9	200	C	C			No Service Available	
WAYCROSS, GA.	AYS	EA.	3400	19	200	C	A	JAX		No Service Available	
WAYNESBORO, VA.	SHD	PI.	Weyer Care 2-761	3	100	C	C	DCA		No Service Available	
WENATCHEE, WASH.	EAT	WC.	Normandy 2-2651	3	150	C	A	SEA		No Service Available	
WEST HELENA, ARK.	HEE	See Helena, Ark.									
WEST PALM BEACH, FLA.	PBI	EA.	OVerland 3-0036	7,6,9,52,10	200	A	A	AC	G	.40	1.35
		NA.	TEmple 3-7275	9	200	A	A	AC		.40	1.35
		RD.	TEmple 3-2548	1,15	6000	A	A	AC		.40	1.35
WESTFIELD, MASS.	BAF	See Springfield, Mass.									
WHEELING, W.VA.	HLG	AL.	WOodsdale 944	3,19	150	C	C	PIT	G	.50	1.10
		CA.	WOodsdale 3308	3	150	C	C	PIT		.50	1.10
		TW.	CEdar 3-0220	19	250	C	C	PIT		.50	1.10
WHITEHORSE, Y.T.	YXY	PAA	2191	11	600		A	C			
		CP.	2211	3,6,9	500	C	C	C			
WHITE PLAINS, N.Y.	HPN	MO.	8-5555	3	200	C		LGA		.60	1.20
		NY.		20	200	C		LGA		.60	1.20
		PA (See New York)	ST 6-7341								
WHITE RIVER JCT., VT.	LEB	NE.	LEb 1040	3	200	C	C	BTV		No Service Available	
WICHITA, KAN.	ICT	BN.	WH-3-3284	9,1,5,52	2000	A	A	MKC		.60	1.20
		CO.	WH-3-6241	22,5	200	A	A	MKC		.60	1.20
		CN.	WHitehall 3-3275	3	200	A	A	MKC		.60	1.20
		OZ.	WH-3-4191	3,54	200	A	A	MKC		.60	1.20
		TW.	AMherst 9-9613	8,19	400	A	A	MKC		.60	1.20
WICHITA FALLS, TEX.	SPS	BN.	322-4520	9	200	A	A	DAL		.75	1.50
		CO.	32-2-3161	3	200	A	A	DAL		.75	1.50
WILKES-BARRE, PA.	AVP	AA.	Olympic 4-6708	9	250	C	C	PHL		.65	1.50
		AL.	Olympic 5-1772	3,19	150	C	C	PHL		.65	1.50
		EA.	Olympic 4-4649	19	200	C	C	PHL		.65	1.50
		TW.	Olympic 9-1171	19	250	C	C	PHL		.65	1.50
WILLIAMS LAKE, B.C.	YWL	CP.		1,3,6,9	200						
WILLIAMSPORT, PA.	IPT	AL.	8-8605	3,19	150	A	C	PIT		.60	1.30
		CA.	8635	3	150	A	C	PIT		.60	1.30
		TW.	8-8683		250	A	C	PIT		.60	1.30
WILLISTON, N.D.	ISN	FL.	Greenfield 3-6019	3	200	A	A	GFK		No Service Available	
WILMINGTON, CALIF.®	WDM	LX.		20	200			LAX			
WILMINGTON, DEL.	ILG	AA.	EAst 8-4191	9	250	A	A	C	G	.65	1.55
		AL.	EAst 8-3190	3	150	A	A	C		.65	1.55
		EA.	EA-8-5671	19	200	A	A	C		.65	1.55
WILMINGTON, N.C.	IMN	NA.	ROger 3-6232	9	200	A	C	C	G	.55	1.50
		PI.	ROler 3-1606	3	100	A	C	C	G	.55	1.50
WINDSOR, ONT.	YQG	AA.	WOodward 5-1000	Served Through Detroit, Mich.	200					No Service Available	
		TC.	Clearwater 4-1111	22A	200	C	C	C		.50	1.00
WINNIPEG, MAN.	YWG	CP.	WHitehall 3-8421	14A	500	C	AC	C		.35	.75
		TC.	93-9361	12,13,3,22A	200	C	C	C		.35	.75
		NW.	67921	4,6	200	C	C	C		.35	.75
WINONA, MINN.	ONA	NO.	8-2144	3	200	C	C			No Service Available	
WINSLOW, ARIZ.	INW	FL.	911	3	200	C	C	DUG		No Service Available	
WINSTON-SALEM, N.C.	INT	CA.	4-9382	3,22	150	A	A	C	G	.55	1.10
		EA.	PArk 5-0511	19	200	A	A	C		.55	1.10
		PI.	Park 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WIS.	STE	See Stevens Point, Wisc.									
WOLF POINT, MONT.	OLF	FL.	666	3	200	C	A	GTF		No Service Available	
WOONSOCKET, R.I.	SFZ	NE.	Poplar 2-6230	3	200	C		PVD		No Service Available	
WORCESTER, MASS.	ORH	MO.	PLeasant 7-6367	9,3	200	A	C	C	G	.45	1.45
		NE.	Swift 9-4431	3	200	A	C	C		.45	1.45
WORLAND, WYO.	WRL	FL.	Firside 7-2142	3	200	C	C	GTF		No Service Available	
WORTHINGTON, MINN.	OTG	NO.	3-6855	3	200	C	C			No Service Available	
YAKIMA, WASH.	YKM	NW.	Glencourt 3-9934	4	200	A	A	SEA	G	.75	1.50
		WC.	CHestnut 8-3100	3	150	A	A	SEA		.75	1.50
YAKUTAT, ALASKA	YAK	PN.	4	16	200					.60	1.00
YANKTON, S.D.	YKN	NO.	NOrth 9-1109	3	200	C	C			No Service Available	
YARMOUTH, N.S.	YQI	TC.	1287	22A	200	C	C	C		.35	.75
YORKTON, SASK.	YQV	TC.	34611	3	200	C	C	C		.35	.75
YOUNGSTOWN, OHIO	YNG	CA.	LIberty 5-9413	3,4	250	A	C	CAK	G	.50	1.60
		LC.®	LIberty 5-2511	3	200	A	C	CAK			
		UA.	LIberty 5-9744	6,9	300	A	C	CAK		.50	1.60
YUBA CITY, CALIF.	MYV	See Marysville, Calif.									
YUMA, ARIZ.	YUM	BL.	SUnset 2-1871	3	200	A	C	SAN		.45	.85
ZANESVILLE, OHIO®	ZZV	LC.	GLadstone 2-7561	3	200	C					

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Flowers	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only	Capital	
Live Animals	Through Chicago	Ozark	
Live Poultry Baby Chicks Poults Started Chicks Started Poults Fish, Tropical	Akron, Albany, New York, Buffalo, Grand Rapids, Providence, Rochester, South and Toledo	Flying Tiger	Through March 31, 1960.
Live Animals (Except Dogs)	All points	West Coast	Expires March 1.
Meat, Meat Products	Off Line points within Mexico	AA	
Tropical Fish	All points	Frontier	Through April 30 via Airfreight Air Express.

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	Equipment: All Cargo Aircraft	Equipment: Speedpak	Protective Services: Attendants Note 1: Armed Guards	Attendants Note 1: Human Remains	Attendants Note 1: Live Animals	Attendants Note 1: Any Shipment	Protective Services: Signature Service	Special Services: "PRI" or "HOLD" Baggage	Special Services: Household Goods	Special Services: Note 2: Assembly or Distribution	Special Services: Household Pets	Special Services: Stopping-in-Transit	Special Services: Storage	Special Services: Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X		X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CAPITAL AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
CARIBBEAN ATLANTIC AIRLINES, INC.								X														
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X								X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X		X		X		X			X	X	X	X			X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X		X			X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X		X	X	X	X	X	X	X	X	X			
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT CHARTS

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-18
Curtiss C-46 (Super D-46)	1A	G-18
Douglas C-54	2	G-20
Douglas DC-3	3	G-23
Douglas DC-4	4	G-21
Douglas DC-6	5	G-21
Douglas DC-6B	6	G-22
Lockheed Super Constellation (Comb.)	7	G-24
Lockheed Super Constellation (Comb.)	7A	G-24
Lockheed Constellation	8	G-24
Lockheed 049 Cargo	8A	G-24
Consolidated Convair	9	G-19
Douglas DC-7, 7-B, 7-C	10	G-22
Boeing Stratocruiser	11	G-17
Canadair North Star (All Cargo)	12	G-18
Canadair North Star (Comb.)	13	G-18
Douglas C-47 (All Cargo)	14	G-19
Bristol Britannia	14A	G-17
Douglas DC-6A, DC-7BF	15	G-23
Douglas DC-6A (Comb.)	15A	G-22
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-25
Martin	19	G-25
Sikorsky S-55	20	G-25
Vertol 44	21	G-25
Viscount	22	G-25
Viscount	22A	G-25
Lockheed Super Constellation (All Cargo)	23	G-23
Fairchild C-82	24	G-19
Boeing 707	50	G-17
Boeing 707	50A	G-17
De Haviland Comet IV	51	G-18
Lockheed Electra	52	G-24
Douglas DC-8	53, 53A	G-22
Fairchild F-27 (See DC-3 Chart)	54	G-23

50 BOEING 707

Applicable To PAA, TWA

PACKAGE HEIGHT IN INCHES		4	8	12	16	20	24	28	32	36	40	44	48	
68	A	108	–	–										A 68
68	A	126	–	–										A 66
64	A	140	106	–										A 64
62	A	152	125	–										A 62
60	A	162	139	101										A 60
58	A	171	150	118										A 58
56	A	181	160	130										A 56
54	A	190	170	141	99									A 54
52	A	199	180	151	118									A 52
50	A	208	188	16	130									A 50
47	A	221	201	174	147	121	106	94	84	63	53	–	–	A 47
	B	127	120	112	103	95	87	78	70	63	53	–	–	B
44	A	232	214	186	161	137	123	113	105	96	85	65	–	A 44
	B	133	126	118	110	102	95	88	84	82	80	65	–	B
40	A	243	229	202	178	156	140	124	114	106	95	85	–	A 40
	B	149	141	134	133	130	124	116	109	102	95	85	–	B
36	A	250	241	218	195	173	156	138	125	113	106	96	74	A 36
	B	169	168	162	153	145	136	128	120	113	106	96	74	B
32	A	255	250	233	210	187	168	149	135	125	114	105	87	A 32
	B	198	194	182	170	160	148	139	130	122	114	105	87	B
28	A	259	257	243	225	200	179	159	149	138	124	113	96	A 28
	B	222	215	200	186	174	160	149	139	130	122	113	96	B
24	A	263	261	254	238	212	189	179	168	156	140	123	103	A 24
	B	242	236	219	202	187	172	158	147	137	128	119	103	B
20	A	266	265	261	249	222	212	200	187	173	156	137	109	A 20
	B	261	257	238	218	200	183	167	153	143	133	125	109	B
16	A	271	268	266	258	249	238	225	210	195	178	161	142	A 16
	B	269	268	256	233	213	193	175	159	148	138	129	114	B
12	A	273	271	269	266	261	254	243	233	218	202	186	169	A 12
	B	272	270	269	248	224	202	181	164	152	141	132	118	B
8	A	2	272	271	268	265	261	257	250	241	229	214	197	A 8
	B	274	272	271	263	233	209	187	269	155	144	134	121	B
4	A	276	274	273	271	266	263	259	255	250	243	232	216	A 4
	B	275	274	273	270	240	214	190	172	158	146	135	123	B
		4	8	12	16	20	24	28	32	36	40	44	48	

Line A — Use when package weighs less than 50 kilos and may be turned on side for loading.

Line B — Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

PACKAGE WIDTH IN INCHES

50-A BOEING 707

FIRST DIMENSION (LENGTH) IS FOUND AT THE INTERSECTION OF THE OTHER TWO COLUMNS

Line A – Applicable To AA

Line B – Applicable To CAL, BNF

THIRD DIMENSION (HEIGHT) – INCHES		4	8	12	16	20	24	28	32	36	40	44	48
A	69	81											
A	67	87											
A	65	94	81										
A	63	102	89										
A	61	110	97	81									
A	59	120	106	90									
A	56	133	118	104									
A	53	146	131	118	95								
B	50	175	152	138	135	118	97	88	82	54			
A	50	159	144	132	117								
B	48	180	161	140	138	128	110	100	91	78	68	52	
A	47	171	156	144	132	118	107	100	70	62	52		
A	44	182	167	156	144	130	119	110	82	80	80	64	
A	36	209	191	178	165	155	143	131	119	112	105	96	73
B	41	193	177	165	153	141	130	118	105	98	91	81	52
B	40	197	185	170	156	144	140	132	120	106	97	86	68
A	38	203	186	173	161	150	138	126	114	107	100	91	55
B	36	209	192	182	166	155	146	141	131	117	106	96	78
A	33	218	200	185	171	160	148	137	126	120	112	103	84
B	32	221	202	192	173	162	150	148	140	131	120	108	91
A	30	226	207	191	177	165	153	142	132	126	118	109	92
B	28	232	211	198	180	167	155	150	148	141	132	120	100
A	27	234	214	197	182	169	157	146	137	131	123	114	98
A	24	241	220	202	187	173	160	149	141	135	128	119	103
B	24	241	220	202	187	173	160	155	150	146	140	130	110
A	21	248	225	207	191	176	163	153	143	138	131	123	108
B	20	250	228	206	192	177	163	167	162	155	144	139	129
A	18	253	231	211	194	179	166	155	147	141	135	126	111
B	16	259	235	214	197	182	187	180	173	166	156	144	138
A	15	259	236	215	198	182	169	158	149	143	137	129	115
A	12	264	241	219	202	185	174	160	151	145	139	131	118
B	12	264	241	219	214	208	202	198	192	182	170	156	140
A	9	268	246	223	205	188	176	163	153	147	140	132	120
B	8	270	247	241	235	228	220	211	202	192	185	175	161
A	6	272	250	227	208	191	177	165	155	148	141	133	122
B	4	274	270	264	259	250	241	232	221	209	197	187	180
A	3	275	254	230	211	194	179	167	157	149	142	134	123
A		4	8	12	16	20	24	28	32	36	40	44	48

SECOND DIMENSION (WIDTH) – INCHES

11 BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
84	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27
88	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27
72	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27
76	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27
84	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27
88	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27
92	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	
98	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27		
100	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27				
104	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27						
108	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27							
112	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27									
116	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27										
120	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27											
124	27	27	27	27	27	27	27	27	27	27	27	27	27													
128	27	27	27	27	27	27	27	27	27	27	27	27														
132	27	27	27	27	27	27	27	27	27	27																
136	27	27	27	27	27	27	27	27																		
140	27	27	27	27	27	27																				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

LENGTH	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

13 CANADAIR NORTH STAR (COMBINATION)

WIDTH (IN INCHES) \ HEIGHT (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	29	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
14	122	120	118	118	116	114	112	112	108	104	110	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

12 CANADAIR NORTH STAR (ALL-CARGO)

WIDTH (IN INCHES) \ HEIGHT (IN INCHES)	30	48	62	67	68	69	70	71	71½
1	372	372	312	251	239	227	209	190	166
2	372	372	290	238	226	215	199	183	158
3	372	350	269	227	215	205	190	175	151
4	372	330	255	216	205	196	181	168	146
5	372	310	243	205	195	189	174	161	143
6	372	293	231	196	187	181	167	155	140
7	352	280	220	188	180	174	160	149	122
8	332	266	210	180	173	167	154	144	104
9	313	255	201	173	167	162	147	140	96
10	295	244	192	167	162	155	140	137	91
11	278	235	185	161	157	150	135	133	88
12	262	225	179	157	152	145	130	130	
13	249	217	173	152	146	140	124	115	
14	236	208	167	147	141	135	119	107	
15	226	200	162	143	136	130	114	100	
16	216	193	15.	138	132	125	109	95	
17	206	186	151	134	128	121	105	89	
18	198	180	147	130	123	117	101		
19	190	174	142	125	119	113	98		
20	183	168	138	122	115	109	94		
21	175	163	134	118	111	105	90		
22	169	158	130	114	107	102			
23	163	153	127	111	104	99			
24	158	148	124	108	101	96			
25	153	144	121	105	98	92			
26	149	139	117	102	95				
27	144	135	114	100					
28	139	131	111	98					
29	135	127	108						
30	132	124	103						
31	128	120	102						
32	124	117	100						
33	121	113							
34	117	110							
35	114	107							

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES) \	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
95	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES \	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78		
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	98	98	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	93	93	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

UMI

14 DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES) 40	44	48	52	56	60	64	68	WIDTH ONLY (IN INCHES) 72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND **LENGTH** (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

9 CONSOLIDATED CONVAIR

Applicable to NA and TW

Second Dimension (In Inches)	FIRST DIMENSION (IN INCHES) 5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND **THIRD DIMENSION** (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

9

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A													76	76	76	76	76	76	76	76	76	76	76	76
	B													70	70	70	70	70	70	70	70	70	70	70	–
	C													80	80	59	59	59	59	52	52	52	52	52	52
	D													70	70	70	70	70	70	70	70	70	70	70	46
24	A														72	72	72	72	72	72	72	72			
	B														70	70	70	70	70	70	70	70	46	46	–
	C														80	53	53	53	53	53	48	48	48	48	48
	D														46	46	46	46	46	46	46	46	46	46	43
	E		105	105	105	104	92	86	78	74	68	64	50	56	52	48	44								
	F		105		105		84		80		80		58		56		56	56							
26	A													30	30	30									
	B													46	46	46	46	46	46	46	46	46	46	46	–
	C													48	48	48	48	48	48	48	48	48	48	48	45
	D													46	46	46	46	46	46	46	46	46	46	46	41
28	A														30	30									
	B														46	46	46	46	46	46	46	46	46	46	–
	C														48	48	48	48	48	48	48	48	48	43	43
	D														46	46	46	46	46	46	46	46	46	46	40
30	C															48	48	48	48	48	38	38	38	38	38
32	C																48	48	48	36	36	36	36	36	36
34	C																	48	48	36	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		98	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA only
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS

28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

UMI

2 DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	496	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

4 DOUGLAS DC-4

LINE A applies to: CA, KL, PAA
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

Line	3	6	9	12	15	18	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A 211																				
	B 200																				
	C 200	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100			
6	A 211	211																			
	B 200	200																			
	C 200	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91			
9	A 211	211	195																		
	B 200	200	195																		
	C 200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A 211	193	186	158																	
	B 190	190	186	158																	
	C 190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A 184	168	160	142	127																
	B 168	168	160	142	127																
	C 168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67				
18	A 175	161	144	135	122	121															
	B 175	161	144	135	122	121															
	C —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
17	A 166	153	139	129	118	116	113														
	B 166	153	139	129	118	116	113														
	C —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
18	A 158	147	135	135	124	114	111	108	105												
	B 150	150	135	123	114	111	108	105	101												
	C 150	150	135	123	114	111	108	106	101	97	95	91	87	84	77	69	60				
19	A 149	141	128	118	109	106	103	101	94												
	B 149	141	128	118	109	106	103	101	94												
	C —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
20	A 142	135	123	113	104	101	99	97	92	90											
	B 142	135	123	113	104	101	99	97	92	90											
	C —	—	—	—	—	—	—	—	—	—											
21	A 137	128	117	109	101	96	95	94	90	87	84										
	B 124	124	116	108	99	96	95	94	90	89	89										
	C 124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A 131	121	113	106	98	95	92	91	88	85	82	78									
	B 131	121	113	106	98	95	92	91	89	89	89	89									
	C —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
23	A 126	116	108	101	94	91	89	87	84	81	79	76	74								
	B 126	116	108	101	94	91	89	89	89	89	89	89	85								
	C —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
24	A 120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B 112	112	104	96	91	89	89	89	89	89	89	89	85	85							
	C 112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A 111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B 111	105	101	95	89	89	89	89	89	89	89	89	85	85	76						
	C —	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
26	A 104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B 104	102	94	92	89	89	89	89	89	89	89	89	89	85	76	76					
	C —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
27	A 100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B 100	99	95	89	89	89	89	89	89	89	89	89	85	85	76	76	70				
	C 99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A 89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	B —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
	C 88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39				
33	A 80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B 89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C 80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
36	A 71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B 89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C 71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B 89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63	63
44	B 89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63	63
48	B 89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63	63
52	B 89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63	63
56	B 89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	62
58	B 89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	
59	B 89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64			
60	B 89	89	89	89	89	89	89	89	89	89	89	85									

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

15 – A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	*265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	8	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	88	85	82	79	72	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54
24	105	98	91	90	87	84	81	80	78	75	72	69	65	59	54	49
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width only (in inches) 30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
33	83	79	76	73	71	69	67	64	63	60	57	53	49	45	41	38
36	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C.

53 DOUGLAS DC-8

HEIGHT OR WIDTH (IN INCHES)

HEIGHT INCHES	WIDTH IN INCHES											
	3	6	9	12	15	18	21	24	27	30	33	35
	MAXIMUM LENGTH - INCHES											
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	128	112	103	95	90	85	81	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

53A DOUGLAS DC-8

WIDTH IN INCHES	HEIGHT IN INCHES																			
	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30			
	MAXIMUM LENGTH — INCHES																			
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172			
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166			
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152			
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140			
15	160	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131			
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120			
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113			
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101			
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88			
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73			
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59			
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44			

54 FAIRCHILD F-27 (Use DC-3 Chart)

3
DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN..... 23"x28"x44"
CP..... 24"x28"x357"
56"x56"x 93"
24"x60"x181"

LC..... 20"x24"x44"
FL ..... 36"x44"x86"
NE, PC ..... 28"x 40"x44"

FIND **THIRD DIMENSION** (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31	31	
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30	
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

FIND **HEIGHT** (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15
DOUGLAS DC-6A (ALL CARGO)
DOUGLAS DC-7B F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382	
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
Width only (In Inches) 87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
105	115																		

FIND **LENGTH** (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

23
LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	54	60	66	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	762	624	495	366	297
18	576	498	396	293	264
24	480	402	318	246	228
30	390	327	270	216	198
36	324	276	231	189	162
48	240	210	176	144	132
60	186	165	138	110	108
72	141	117	110		
96	117				

FIND **LENGTH** (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	12	13	18	18	21	24	25	28	29	30	36	40
2	312	300	300	300	300	300	300	300	300	123	100	100	100
3	312	300	266	220	220	200	200	200	200	111	100	100	100
4	300	300	200	200	200	200	200	200	200	111	100	100	100
6	300	202	170	170	170	170	170	170	170	101	100	100	100
8	300	177	152	152	152	152	152	152	152	100	100	100	100
9	300	158	137	137	137	137	137	137	137	100	100	100	100
10	300	158	137	137	137	137	137	137	137	100	100	100	100
12	300	142	128	124	124	124	124	124	124	100	100	100	100
13	300	128	114	114	114	114	114	114	114	100	100	100	100
14	300	128	114	114	114	114	114	114	114	100	100	100	100
15	300	124	114	108	108	108	108	108	108	100	100	100	100
16	300	124	114	108	108	108	108	108	108	100	100	100	100
17	300	124	114	108	104	104	104	104	104	100	100	100	100
18	300	125	114	108	104	104	104	104	104	100	100	100	100
19	300	124	114	108	104	101	101	101	101	60	60	60	60
20	300	124	114	108	104	101	101	101	101	60	60	60	60
21	300	124	114	108	104	100	100	100	100	60	60	60	60
22	300	124	114	108	104	100	80	80	80	42	42	29	
23	300	124	114	108	104	100	52	48	45	42	42	29	
24	300	124	114	108	104	100	52	48	45	42	42	29	
25	300	124	114	108	104	100	48	29	29	29	29	29	
28	300	124	114	108	104	100	48	29	29	29	29	29	
28	300	124	114	108	104	100	45	29	29	29	29	29	
30	100	100	100	100	100	60	42	29	29				
32	100	100	100	100	100	60	29						
40	100	100	100	100	100	60							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)																		
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44	
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46	
24	159	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
22	161	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
20	162	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
18	163	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69
16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51	

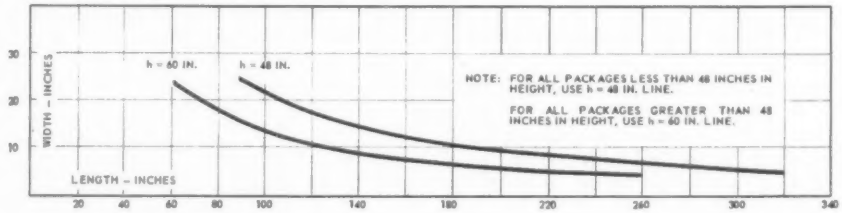
16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	50
6	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	330	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	196	187	168	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

8A LOCKHEED 049 CARGO
Maximum Package Size Chart



7A LOCKHEED SUPER CONSTELLATION (COMBINATION)

Applicable only to TC
(See Chart 7 for other Carriers)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	21	22	24	26	28	30	32	34
2	312	300	202	177	158	142	128	117	110	107	105	71	65	59	54	49	44	39
4	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
6	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
8	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
10	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
12	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
13	310	255	197	174	156	139	126	116	109	107	104	65	60	55	50	45	41	
14	300	255	197	174	156	139	126	116	109	105	104	65	60	55	50	45	41	
16	300	243	193	171	153	137	124	115	109	105	103	65	60	55	50	45	41	
18	300	234	190	168	150	135	122	113	108	104	103	65	60	55	50	45	41	
20	300	225	186	165	147	133	121	112	107	104	102	65	60	55	50	45	41	
21	300	218	181	162	144	130	119	111	106	103	102	65	60	55	50	45	41	
22	300	218	181	162	144	130	119	111	106	103	102	57	52	48	45	42		
24	300	212	177	158	141	128	118	110	105	102	101	57	52	48	45	42		
26	300	206	174	155	147	126	116	109	104	101	101	29	29	29	29			
28	300	200	170	152	137	124	114	108	104	101	100	29	29	29	29			
29	125	111	101	93	85	78	73	68	65	29		29	29	29	29			
30	96	90	85	80	74	70	67	67	57	29		29	29	29	29			
34	87	80	75	71	67	64	61	59	57	29		29	29	29	29			
39	56	55	54	54	53	52	52	51	51	29		29	29	29	29			

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION
(For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
14	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
16	170	170	170	170	156	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60	
32	170	170	170	170	145	140	130	120	120	115	105	105	95	90	80	70	68	60	55
34	170	170	155	145	135	130	120	115	115	105	105	95	90	80	70	68	60	55	
38	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

UMI

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	50	53
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

Not Applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
10	46	46	46	46	46	37	37	35	35	18	18	18	18	18	18	18	18	18
12	46	46	46	46	46	36	36	35	35	18	18	18	18	18	18	18	18	18
14	46	46	46	46	46	35	35	35	35	18	18	18	18	18	18	18	18	18
16	46	45	45	45	35	35	35	35	35	18	18	18	18	18	18	18	18	18
18	46	40	40	40	35	35	35	35	35	18	18	18	18	18	18	18	18	18
20	46	36	36	36	31	18	18	18	18	18	18	18	18	18	18	18	18	15
22	46	36	33	29	21	18	18	18	18	18	18	18	18	18	15	15	15	15
24	46	36	30	27	21	18	18	18	18	18	18	18	18	18	15	15	15	15
26	46	36	28	24	21	18	18	18	18	18	18	18	18	18				
28	46	36	26	21	21	18	18	18	18	18	18	18	18	18				
30	46	36	24	21	21	18	18	18	18	18	18	18	18	18				
32	46	31	23	21	19	18	18	18	18	15	15	15						
34	46	31	21	21	18	18	18	18	18	15	15	15						
36	35	31	20	20	18	16	16	16	15	12	12	12						
38	35	19	19	19	18	15	15	15										

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

17 LOCKHEED LODESTAR

MAXIMUM DIMENSIONS:
24 IN. x 20 IN. x 34 IN.

18 SMITH CURTISS COMMUTER

(Use Convair Chart No. 9, Page G-21)

21 VERTOL 44

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

22A VICKERS VISCOUNT

Applicable Only To TC

	50	52	54	56	58	60	65	70	75	80	85	90	95	100
8	36	36	36	36	36	36	20	20	18	18	18	18	18	18
10	35	35	35	35	35	20	20	20	18	18	18	18	18	18
12	35	35	35	35	20	20	20	20	18	18	18	18	18	17
14	35	35	35	20	20	20	20	19	18	18	18	18	17	17
16	34	34	20	20	20	20	20	19	18	18	18	17	17	17
18	33	20	20	20	20	20	20	19	18	17	17	17	17	
20	32	20	20	20	20	20	19	19	17	17	17	17	16	
22	30	20	20	19	19	19	19	18	17	17	16	16	15	
24	27	19	19	19	19	19	19	18	17	16	15	15		
26	25	19	19	19	19	19	18	17	16	15				
28	21	19	19	18	18	18	18	16	15					
30	19	19	19	18	18	18	18	15						
32	18	18	18	18	18	18	17							
34	18	18	18	17	17	17								
36	17	17	17											
38	15													

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓔ-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	N	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	N	A(2-6-20)
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	N	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bees	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	N	A(2-20)
Birds	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	N	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Canaries	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Parakeets	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Parrots	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Cats	A(2-4)	N	A(2)	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	N	A(2-20)
Chimpanzees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	A(2-20)
Chinchillas	AC(2)	N	A(2)	N	AC(2)	42	N	A(2-32)	AC(2)	N	N
Dogs	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	N	A(2-20)
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(9)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(2-9)	A(50)	AC(2)	N	N	A(50-32)	A(2)	A(50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(2)-25-50a)	N	A(50a-32)	A(50a)	A(50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(2)-25-50)	A(16a)	A(50-32)	A(50)	A(50)	N
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	N	A(2-20)
Guinea Pigs	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Hamsters	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	N	A(2-20)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	N	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-20)
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-20)
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-20)
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-20)
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	N	N
Orangoutangs	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Pets, small	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Poultry	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poults (except turkey)	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poults, turkey	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Reptiles	AC(2-6)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	N	N
Rodents	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
EXCEPTIONS											
Coypu (Nutria)	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Mice	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Rats	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Skunks, pet	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	N	A(2)
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	N	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	N	N
Worms	AC(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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	FT	LX(E)	LO(E)	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	N	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	N	A(3-31)	N	A(2-24)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	N	N	N	A(2-4-41)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	A(2-23-26)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	A(2-23-26)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(29-7)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	N	A(3-31)	N	AC(2-23-26)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(29-7)	A(3-31)	A(2)	A(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50a-23-26)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50-23-26)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	(E)	A(50a-23-26)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50a-23-26)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	AJ(50)	N	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	A(2-4-41)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-41)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	N	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	N	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(29-7)	A(3-31)	N	A(2-41)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	N	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(29-7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	N	A(3-31)	(E)	A(2-23-26)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Ducklings	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Goslings	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-24)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	N	A(3-31)	N	A(2-41)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	N	A(3-31)	N	A(2-41)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(29-7)	A(3-31)	N	A(2-41)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	(E)	A(2-41)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(E)	A(2-23-26)	A(2-6)	A(2)

UMI

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓔ-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	Ⓚ	AC(2)	AC(2)	A(2-20)	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-20)	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	Ⓡ	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	Ⓔ	AC(2)	AC(2-42a)	A(2-20)	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2)	AC(2-42a)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-19)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	Ⓔ	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a)	A(9)	N
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	Ⓔ	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	Ⓨ	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	Ⓔ	A(50a)	N	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	Ⓔ	A(50)	A(50-23-27)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	N	AC(2)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓛ	AC(2)	A(2-8-23-27)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓔ	AC(2)	A(2-8-23-27)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	Ⓔ	AC(2)	A(2-8-23-27)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2)	AC(2-42a)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	Ⓔ	AC(2)	AC(2-42a)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	N	AC(2)	A(15)	A(2-20)	A(2)

UMI

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
Ⓔ-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LXⒺ	LCⒺ	MO	NA
Alcoholic Beverages	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated	AC	N	N	AC	N	N	N	AC	N	N	A	N	N	N	N
Eggs, raw poultry	A	A	A	A(2)	AC	A	A	A	A(47)	A	A	A(2)	A	N	A
Etiologic Agents	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	*A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	*A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	*A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	*A(20-30)	A	A	A	N	N	N
over 60" in length	A	N	N	AC	AC	A(21)	N	AC	*A(20-30)	A	A	A	N	N	N
Foods, perishable	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N
On hangers or racks	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	N
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5)	A(4-5)	A(4)	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5-40)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	AC(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC(40)	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	N	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages	A(12)	Ⓔ	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry	A	A	A(54)	A(2)	A	A	N	A	N	A(38)	A	N	A	A	A(2)	A
Etiologic Agents.	A	N	N	A	A	N	N	A	A	A	A	A	A	N	A	A
Fabrics in rolls.	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A(21)	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A(21)	A(21)	N
Not over 60" in length	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A(21)	A(21)	N
Over 60" in length.	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	N	AC	A(21)	A(21)	N
Foods, perishable	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	A(4-41)	A(5)	A(4-5)	N	A(5-21)	A	N	AC	A(4-5)	N	A(5)	A(5-14)	N	N
Human remains, Infant	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(5-21)				A(4-5)	Ⓔ			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

*Effective with October 16.

UMI

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water *container*, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Accepted on combination aircraft only when in Tuttle-type kennels (small — 16 1/2 x 23 1/2 x 27", large — 23 1/2 x 37 x 39") subject to the following:
   - **CO:** will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair and Boeing 707 only by advance arrangements.
   - **NA:** will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
   - **UA:** In addition, will accept containers which meet the following minimum kennel specifications:
     1. Must be constructed of plywood, metal or composition material equal to tempered masonite.
     2. Minimum material specifications —
        Plywood - 1/4" - 3 plv spruce or fir or equivalent. Sheet Metal - 20 Gauge
        Composition Material - 1/4" tempered masonite or equivalent.
        Framing - for wood or composition - 1" x 2" dimension lumber, fir or other close grained wood.
     3. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks, such as hasp with harness snap.
     4. Must be of sufficient size to permit animal to stand, sit and lie down.
     5. Kennel must be provided with adequate cross ventilation.
     6. Shipper must provide adequate bedding material such as shredded paper with no more than two ounces of a liquid deodorant equal to Airkem Blue Label animal deodorant. Such deodorant must be non-toxic and non-corrosive.
     7. Shipper must tender kennel with animal enclosed and locked.
     8. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D.C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PI: 42L x 28" W).
15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft except between California and Hawaii.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-3 aircraft — Up to 60 inches
    Viscount aircraft — Up to 56 inches
    North Star aircraft — Up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals *New York and Bermuda, New* York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

RECOMMENDED PACKAGING SECTION

50. **Recommended** that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.

50a. **Recommended** that packaging shall be a basic outer case of double faced corrugated board, lines on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.

51. **Recommended** that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples. All flap edges to be tape sealed.

51a. **Recommended** that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

52. **Recommended** that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."

UMI

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules.

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 ✈	583 ✈	C-46 Read Down	Read Up	584 ✈	582 ✈	617 ④
1200	0500	0530	Lv MAIQUETIA (CARACAS)	Ar	1015	0920	1515
		0630	Ar BARCELONA				
		0645	Lv BARCELONA				
		0705	Ar CUMANA				
		0720	Lv CUMANA				
		0740	Ar PORLAMAR				
		0755	Lv PORLAMAR				
		0815	Lv CARUPANO	Lv	0830		
			VALERA	Lv			
			VALERA	Ar			
	0700		Ar MARACAIBO	Lv		0720	
			KINGSTON	Lv			1030
			KINGSTON	Ar			1000
1830			Ar MIAMI	Lv			0700

AEROLINEAS ARGENTINAS (ARG)

692 ① ③⑥	620 ② ⑤⑦	C-47 Read Down	Read Up	621 ① ③⑥	693 ① ③⑥
	0630	Lv BUENOS AIRES	Ar	0205	
	0850	Ar BAHIA BLANCA	Lv	2355	
	0905	Lv BAHIA BLANCA	Ar	2340	
	1150	Ar TRELEW	Lv	2120	
	1205	Lv TRELEW	Ar	2105	
	1335	Ar COMODORO RIVADAVIA	Lv	1945	
	1435	Lv COMODORO RIVADAVIA	Ar	1930	
	1545	Ar PUERTO DESEADO	Lv	1820	
	1600	Lv PUERTO DESEADO	Ar	1805	
	1705	Ar SAN JULIAN	Lv	1710	
	1725	Lv SAN JULIAN	Ar	1650	
	1755	Ar SANTA CRUZ	Lv	1620	
	1810	Lv SANTA CRUZ	Ar	1605	
	1900	Ar RIO GALLEGOS	Lv	1515	
0900		Lv RIO GALLEGOS	Ar		1415
1010		Ar RIO GRANDE	Lv		1355
1025		Lv RIO GRANDE	Ar		1350
1115		Ar USHUAIA	Lv		1200

AEROFLOT (AFL)

125 ✈	IL-12 Read Down	Read Up	126
0740	Lv MOSCOW, Vnukovo	Ar	
1020	Ar KIEV	Lv	
1110	Lv KIEV	Ar	
1240	Ar ODESSA	Lv	
1330	Lv ODESSA	Ar	
1400	Ar BUCHAREST, Baneasa	Lv	
1445	Lv BUCHAREST, Baneasa	Ar	
1600	Ar SOFIA, Vrajdebna	Lv	

AIR FRANCE (AF)

389 DC-4 ④	5610 DC-4 ②	1185 DC-3 ④⑥	899 DC-3	DC-3 / DC-4 Read Down	Read Up	898 DC-3 # Ex.⑥	5611 DC-4 ③	388 DC-4 ①
			0340	Lv LONDON Airport Central	Ar	0030		
			0200	Ar PARIS, Orly	Lv	2340		
1430		0150		Lv PARIS, Orly	Ar			2300
		0430		Ar MARSEILLE, Marignane	Lv			
	1500			Lv DOUALA	Ar		0820	
				Ar YAOUNDE	Lv		0630	
	1710			Ar N'GAOUNDERE	--			
1900				Ar ALGIERS	Lv			1900
1940				Lv ALGIERS	Ar			0845
0610				Ar FORT LAMY	Lv			2015

ARIANA AFGHAN AIRLINES

DC-4 Read Down	Read Up
Lv KABUL	Ar
Ar KANDAHAR	Lv

AIR JORDAN

212 ⑦	C-46 Read Down	Read Up	213 ⑦
0900	Lv AMMAN	Ar	1710
1100	Ar DAMASCUS	Lv	1710
1130	Lv DAMASCUS	Ar	1640
1110	Ar BEIRUT	Lv	1500

ALASKA AIRLINES (ASA)

101 #	DC-6C Read Down	Read Up	100 #
0900	Lv SEATTLE	Ar	0440
1250	Ar FAIRBANKS	Lv	2100
1625	Lv FAIRBANKS	Ar	2020
1745	Ar ANCHORAGE	Lv	1900

ALL NIPPON AIRWAYS

18 Ex①	Read Down	Read Up	17 Ex①	67 Ex①
	Lv FUKUOKA			0550
	Ar OSAKA	Ar	0245	
0010	Lv OSAKA	Lv		0330
0220	Ar TOKYO			
	Lv TOKYO		0030	

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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815 7BF ⑥	853 DC-6 # EX ⑦①	807 6A # EX ⑦①	801 7BF # EX ⑥⑦	803 6A # EX ①⑦	827 7BF # EX ⑥⑦	855 6A ⑤	855 6A # EX ⑤⑥ ⑦	991 6A # EX ⑦①	DC-6A-6A DC-7BF-7BF Read Down	Read Up	816 7BF # EX ⑥⑦	802 6A # EX ⑥⑦	992 6A # EX ⑥⑦	824 7BF # EX ⑥⑦	806 6A # EX ⑤⑦ ①	806 6A ⑥	806 6A ①	810 6A # EX ⑥⑦ ①	856 6A ⑦	814 7BF ⑥
2200			2230						Lv BOSTON	Ar	1108									2048
			2316						Ar HARTFORD	Lv										
			0015						Lv HARTFORD	Ar										1935
	0130			0025		2230	2230		Ar NEW YORK (LGA)	Lv		1558				2245		1945		1800
2318									Ar NEW YORK (EWR)	Lv	0955									
0045		0155			2215				Lv NEW YORK (EWR)	Ar	0840			1413	2242		2242			
									Ar PHILADELPHIA	Lv					2205	2205	2205			
									Lv PHILADELPHIA	Ar					2108	2108	2108			
									Ar BALTIMORE	Lv					2030	2030	2030			
									Lv BALTIMORE	Ar					1829	1829	1829			
		0332							Ar BUFFALO	Lv				1255						
		0430							Lv BUFFALO	Ar				1156						
									WASHINGTON	Lv		1445								
									WASHINGTON	Ar		1342								
				0335					Ar CINCINNATI	Lv					1640	1640	1640			
				0420					Lv CINCINNATI	Ar					1549	1549	1549			
0311			0257			0115	0115		Ar DETROIT	Lv	0645			1045						1605
0440			0405			0245	0245		Lv DETROIT	Ar	0537			0942						1502
									NASHVILLE	Lv		1020								
									NASHVILLE	Ar		0922								
									MEMPHIS	Lv		0820								
									MEMPHIS	Ar		0720								
0453	0410	0557				0307	0307		Ar CHICAGO (MDW)	Lv	0330		To	0735	1325	1325	1325	1555		1255
0620		0730				0445	0445	From	Lv CHICAGO (MDW)	Ar	0202		ATL	0611	1019	1019		1455	2210	1140
			0418		0035			ATL	Ar CHICAGO (ORD)	Lv										
			0540		0200				Lv CHICAGO (ORD)	Ar					0855	0855				
									ST. LOUIS	Lv					0810	0810				
									ST. LOUIS	Ar										
0931				0705		0830	0830	0255	Ar DALLAS	Lv		0530	0520					1130	1845	0840
1100				0805		1100		0415	Lv DALLAS	Ar		0345	0400						1712	0709
		f1010							Ar GRAND ISLAND	Lv										
		f1035							Lv GRAND ISLAND	Ar										
						1223			Ar SAN ANTONIO	Lv									1600	
						1350			Lv SAN ANTONIO	Ar									1426	
						1654			Ar MEXICO CITY	Lv									1130	
1355		1355	1010	1145	0630			0755	Ar LOS ANGELES	Lv			2100	2030	0005	0005				0045
1525			1125					0855	Lv LOS ANGELES	Ar										2303
1655			1255					1035	Ar SAN FRANCISCO	Lv	1800	2000								2130

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 ① ②③ ④⑤	337 170	335 DC-4 ②③ ④⑤	331 170 ①⑦	353 170	357 170 ⑦	351 170 ②③ ④⑤	347 170 ② ③④ ⑤⑥	345 DC-4 ①	385 DC-4 ② ③④ ⑤⑥	388 DC-3 ② ③④ ⑤⑥	DC-3; DC-4 Bristol 170 Read Down	Read Up	387 DC-3 ① ②③ ④⑤	386 DC-4 ① ②③ ④⑤	346 DC-4 ①	348 170 ② ③④ ⑤⑥	352 170 ② ②③ ④⑤	358 170 ⑦	354 170 ② ③④ ⑤⑥	332 170 ①⑦	336 DC-4 ②③ ④⑤	338 170 ✕	368 170 ① ②③ ④⑤
									0120	0040	Lv SYDNEY	Ar	2250	2330								
									↓	0355	Ar BRISBANE	Lv	1930	↑								
									0400		Ar MELBOURNE	Lv		2100								
0515	1700	0915	0545	2045	1500	1300	0500	0500			Lv MELBOURNE	Ar			1030	1045	1845	2045	0230	1235	1540	2350	1120
↓	↓	↓	↓	2250	1705	1505	0705	0645			Ar LAUNCESTON	Lv			0845	0835	1635	1835	0020	↑	↑	↑	↑
0705	1935	1125	0820								Ar HOBART	Lv								0950	1325	2105	
0805											Ar DEVONPORT	--											
0835											Lv DEVONPORT	--											
											Ar WYNYARD	Lv											0935

ASA INTERNATIONAL AIRLINES (ASAI)

331 C-46 ④	881 DC-4 ③	671 DC-4 ②⑤	761 DC-4 ①④	831 C-46 ⑦	DC-4 C-46 Read Down	Read Up	762 DC-4 ①④	672 DC-4 ②⑤	882 DC-4 ③	332 C-46 ④	832 C-46 ⑤
	0300	0315	0315	0600	Lv TAMPA/ST. PETERSBURG	Ar	1930	1930	1930		1600
		↓	↓	↓	Ar BELIZE	Lv	1530	1530			
					Lv BELIZE	Ar	1445	1445			
		0845			Ar GUATEMALA CITY	Lv	↑				
		1015			Lv GUATEMALA CITY	Ar		↑			
		1100	0845		Ar SAN SALVADOR	Lv		1330			
			1015		Lv SAN SALVADOR	Ar					
			1100		Ar GUATEMALA CITY	Lv	1330				
					Lv GUATEMALA CITY	Ar					
	0930			1400	Ar PANAMA	Lv			1300		0800
0700					Lv PANAMA	Ar				1500	
1000					Ar BOGOTA	Lv				1200	

BRANIFF AIRWAYS (BN)

851 A ② ③④ ⑤⑥	C-46 Read Down	Read Up	850 B ① ②③ ④⑤
0400	Lv CHICAGO (MDW)	Ar	0159
0605	Ar KANSAS CITY	Lv	2359
0635	Lv KANSAS CITY	Ar	2330
0748	Ar WICHITA	Lv	2220
0820	Lv WICHITA	Ar	2155
f	-- OKLAHOMA CITY	--	
1021	Ar DALLAS	Lv	2000

AVIATECA (GU)

① ③⑤	③⑥	Read Down	Read Up	②⑤	① ③⑤
0830		Lv NEW ORLEANS	Ar		1400
↓	0800	Lv MIAMI	Ar	1400	↑
1400	1300	Ar GUATEMALA	Lv	0800	0830

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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

BRITISH EUROPEAN AIRWAYS (BEA)

36 V 2 5 7	16 V # EX 1	02 L 7	02 L 1 2 3 4 5	08 V 2 3 5	06 L 3 5 7	06 Y 6	21 V 7	21 V 2 3 4 5 6	V=Viscount Freighter L=Leopard Freighter Y=York Freighter Read Down Read Up	21 V 2 3 4 5 6	21 V 7	07 L 1 4 6	31 Y 6/7	09 V 3 4 6	15 V # EX 1	03 L 2 3 4 5 6	03 L 7	37 V 2 5 7
0130	0100	0030	2300	2230	0200	0200	0110	0001	Lv LONDON.....Ar	0450	0550	1830	1140	0610	0755	0425	0555	0620
↓	↓	↓	↓	↓	0730	0645	0320	0210	Ar PARIS.....Lv	0440	0540	↑	↑	↑	↑	↑	↑	↑
					0840	0745			Ar NICE.....Lv			*	⑦					
				0200	↓	1145#			Lv NICE.....Ar			*	0810	0430				
					1045	0930			Ar MILAN.....Lv			↑	1100 6					
		0325	0155						Ar ROME.....Lv			1000				0330	0500	
0335									Ar AMSTERDAM.....Lv									0605
	0430								Ar BRUSSELS.....Lv						0615			
									Ar COPENHAGEN.....Lv									

* Calls at Nice when required (Ar 1310 - Lv 1440) arrival London - 1600
\# Via Rome Flt No. 1145

LONDON-DUSSELDORF-FRANKFURT (BEA)

29 L # EX 1	L - Leopard Freighter Read Down Read Up	30 L # EX 1
0030	Lv LONDON.....Ar	1045
0405	Ar DUSSELDORF.....Lv	0535*
0535	Lv DUSSELDORF.....Ar	
0650	Ar FRANKFURT.....Lv	0820

*Via Frankfurt Flt. No. 29

BRITISH OVERSEAS AIRWAYS (BA), QANTAS EMPIRE (EM)

BA 776 SC 3	BA/EM* 778 SC 5	BA 978 SC 6	SC - Super Constellation Read Down Read Up	BA 979 SC 3	BA/EM* 779 SC 2	BA 777 SC 7
2100	2230	1700	Lv LONDON.....Ar	1930	1600	1915
2359	6 0140	↓	Ar FRANKFURT.....Lv	↑	↑	1805
↓	↓	2015	Ar GENEVA.....Lv	1800		↑
	0345	↓	Ar ZURICH.....Lv	↑	1430	
4 1000	↓	7 0625	Ar BEIRUT.....Lv	0915	↑	0915
1750	1215	1415	Ar BAHRAIN.....Lv	4 0505	0715	1 0505
↓	2345	↓	Ar DAMASCUS.....Lv	↑	4 0045	↑
5 0405	↓		Ar KARACHI.....Lv		2015	2130
↓	7 0730		Ar DELHI.....Lv		1530	↑
1420	↓	1 0905	Ar CALCUTTA.....Lv		↑	
↓	1350	↓	Ar RANGOON.....Lv	1400	1145	1320
2010	↓	1800	Ar BANGKOK.....Lv	↑	↑	↑
	1900		Ar HONG KONG.....Lv	3 0800	0730	7 0830
	2330		Ar SINGAPORE.....Lv		3 0230	
	1 0900		Ar DJAKARTA.....Lv		2100	
	1830		Ar DARWIN.....Lv		2 1245	
			Ar SYDNEY.....Lv			

*This flight operated jointly by BOAC and QEA.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPAÑIA MEXICANA DE AVIACION, S.A.

⑥	③	215C ②⑤	611C C-82 ②⑤	621C ④	631C ⑦	631C ⑦	C-47 Read Down	Read Up	630C ①	630C ①	630C ⑥	610C C-82 ②	200C ②	⑥	C-82 ⑤	③⑤
0700	0700	0730	0700	0700		0700	Lv MEXICO, D.F.	Ar	1435		1305	1645	1855	1535	1600	1855
0840	0840	↓	0830	0840		0840	Ar VERACRUZ	Lv	1250		1120	1515	1715	↑	↑	1715
0930	0930	↓	0930	0930		0930	Lv VERACRUZ	Ar	1220		1050	1445	1645	↑	↑	1645
1030	1030	↓	↓	1030		1030	Ar MINATITLAN	Lv	↑		↑	↑	↑	↑	↑	↑
1100	1100	↓	↓	1100		1100	Lv MINATITLAN	Ar	↑		↑	↑	↑	↑	↑	↑
↓	↓	0910	↓	↓		↓	Ar OAXACA	Lv	↑		↑	↑	↑	↑	↑	↑
↓	↓	0935	↓	↓		↓	Lv OAXACA	Ar	↑		↑	↑	↑	↑	↑	↑
↓	↓	1025	↓	↓		↓	Ar IXTEPEC	Lv	↑		↑	↑	↑	↑	↑	↑
↓	↓	1045	↓	↓		↓	Lv IXTEPEC	Ar	↑		↑	↑	↑	↑	↑	↑
↓	1200	1145	↓	↓		↓	Ar TUXTLA GUTIERREZ	Lv	↑		↑	↑	↑	↑	↑	↑
↓	1230	1210	↓	↓		↓	Lv TUXTLA GUTIERREZ	Ar	↑		↑	↑	↑	↑	↑	↑
1145	↓	↓	1055	1145		1145	Ar VILLAHERMOSA	Lv	↑		↑	↑	↑	1230	↑	↑
↓	↓	↓	1125	1215		1215	Lv VILLAHERMOSA	Ar	↑		↑	↑	1415	↑	↑	↑
↓	1330	1310	↓	↓		↓	Ar TAPACHULA	Lv	↑		↑	↑	↑	↑	↑	1415
↓	↓	↓	1210	1300		1300	Ar C. DEL CARMEN	Lv	1030		0900	1300	↑	↑	1300	↑
↓	↓	↓	↓	↓	1450	↓	Ar CAMPECHE	Lv	↑	0815	↑	↑	↑	↑	↑	↑
↓	↓	↓	↓	↓	1505	↓	Ar CHETUMAL	Lv	↑	0700	↑	↑	↑	↑	↑	↑

③④	420C C82 ④	920C ②	920C ②	930C ⑥	410C ④	C-47 Read Down	C-82 Read Up	421C ③④	411C ④	931C ①	921C ③	921C ④	921C C82 ⑤
		0700	0700	0700		Lv MEXICO, D.F.	Ar			1400		2100	1400
		0900	0920	0900		Ar GUADALAJARA	Lv			1200		1900	1200
1430		0930	1000	0930	0700	Lv GUADALAJARA	Ar	1835	1215	1130	1145		1130
1520		↓	↓	↓	0750	Ar MASCOTA	Lv	1745	1125	↑	↑		↑
1530		↓	↓	↓	0810	Lv MASCOTA	Ar	1735	1105	↑	↑		↑
1550		↓	↓	↓	0830	Ar TALPA	Lv	1715	1045	↑	↑		↑
1600		↓	↓	↓	0850	Lv TALPA	Ar	1705	1025	↑	↑		↑
1625		↓	↓	↓	0915	Ar PUERTO VALLARTA	Lv	1640	1000	↑	↑		↑
		1010	1055	1010		Ar MAZATLAN	Lv			0850	0900		0850
		1040	1120	1040		Lv MAZATLAN	Ar			0820	0835		0820
		1345	1430	1345		Ar HERMOSILLO	Lv			0530	0530		0530
		1415	1455	↓		Lv HERMOSILLO	Ar				2325		2120
		1620	1715	↓		Ar MEXICALI	Lv				2100		↑
		1705	1740	↓		Lv MEXICALI	Ar				2015		1900
		1750	1820	↓		Ar TIJUANA	Lv				1930		

CIVIL AIR TRANSPORT (CAT)

DC-6 ⑦	DC-4 ①	DC-6 ②	DC-6 ②	DC-4 ③	DC-6 ④	DC-4 ⑤	Read Down	Read Up	DC-6 ①	DC-6 ②	DC-4	DC-6 ④	DC-4	DC-6
		0145			1715		Lv BANGKOK	Ar	2325			1610		
		0710			2240		Ar HONG KONG	Lv	1945			1230		
		↓			⑤				↑			↑		
1230		0900			0900		Lv HONG KONG	Ar	1845			1130		1130
↓		↓			↓		Ar MANILA	Lv	↑			↑		↑
↓		↓	1630		↓	1500	Lv MANILA	Ar	↑	1535		↑	1300	↑
1440		1110	1950		1110	1900	Ar TAIPEI	Lv	1615	1215		0900	0900	0900
↓					↓				↑	②		④		⑦
1545	0900			0900	1215		Lv TAIPEI	Ar	1520		0755		0755	2215
1825	1205			↓	1455		Ar OKINAWA	Lv	1425		0630		0630	↑
1915	1300			↓	1545		Lv OKINAWA	Ar	1340		0545		0545	↑
2245	1745			1610	1915		Ar TOKYO	Lv	0900		0015		0015	1715
	②			④	⑥				①		③		⑤	↑
	1100			1100	0800		Lv TOKYO	Ar			2050		2050	1625
	1530			1530	1140		Ar SEOUL	Lv			1630		1630	1245
											②		④	⑥

COMPANIA CUBANA DE AVIACION (CU)

461	C-46 Read Down	Read Up	460
0930	Lv MIAMI, International	Ar	0745
1045	Ar HAVANA, Jose Marti..	Lv	0630

DELTA AIR LINES (DL)

27X # EX ①② C-46R	25X # EX ⑥⑦ C-46R	29X # EX ⑥⑦ C-46R	991 # EX ⑦① DC-6A	29X # EX ⑦① C-46R	25X # EX ⑥⑦ C-46R	DC-6A Read Down	C-46R Read Up	24X # EX ①② C-46R	26X # EX ⑥⑦ C-46R	22X # EX ⑥⑦ C-46R	20X # EX ⑥⑦ C-46R	22X # EX ⑥⑦② C-46R	802 DC-6A	992 # EX ⑥⑦ DC-6A	24X # EX ③ C-46R	26X # EX ⑥⑦ C-46R
		2230		2300		Lv NEWARK	Ar				0845	1047			2100	
		2306		2336		Ar PHILADELPHIA	Lv				0813	1015			↑	
		1006		0036		Lv PHILADELPHIA	Ar				0733	0935			↑	
	2330	↓		↓	0040	Lv CHICAGO (MDW)	Lv		0443		↑	↑			↑	0420
	0154	↓		↓	0304	Ar CINCINNATI	Lv		↑		↑	↑			↑	0140
	0234	↓		↓	0344	Lv CINCINNATI	Ar		↑		↑	↑			↑	0100
	↓	0255		0325	↓	Ar CHARLOTTE	Lv		↑		↑	↑			↑	↑
	↓	0335		0405	↓	Lv CHARLOTTE	Ar		↑		↑	↑			↑	↑
0610	0447	0503		0533	0557	Ar ATLANTA	Lv		0227		0400	0602			1720	2358
↓	0630	0700	1300	0800	1100	Lv ATLANTA	Ar	1755	0127	0243	↑	0502		0858	1336	2242
↓	↓	0828	↓	0928	↓	Ar NEW ORLEANS	Lv	1443	↑	↑	↑	0150		↑	↑	↑
↓	↓	0918	↓	1043	↓	Lv NEW ORLEANS	Ar	1343	↑	↑	↑	0050		↑	↑	↑
↓	↓	1108	↓	1233	↓	Ar HOUSTON	Lv	↑	↑	2211	↑	2311		↑	↑	↑
↓	↓	1148	↓	1313	↓	Lv HOUSTON	Ar	↑	↑	2131	↑	2231		↑	↑	↑
0918	↓	1302	0255	1427	↓	Ar DALLAS	Lv	1130	↑	2000	↑	2100		0520	0900	↑
↓	↓	↓	0415	↓	↓	Lv DALLAS	Ar	↑	↑	↑	↑	↑	0345	0400	↑	↑
↓	↓	↓	0750	↓	↓	Ar LOS ANGELES	Lv	↑	↑	↑	↑	↑	↑	2100	↑	↑
↓	↓	↓	0850	↓	↓	Lv LOS ANGELES	Ar	↑	↑	↑	↑	↑	↑	↑	↑	↑
↓	↓	↓	1030	↓	↓	Ar SAN FRANCISCO	Lv	↑	↑	↑	↑	↑	2000	↑	↑	↑
↓	0839	↓	↓	↓	1309	Ar ORLANDO	Lv	↑	2307	↑	↑	↑	↑	↑	↑	2022
↓	0919	↓	↓	↓	1349	Lv ORLANDO	Ar	↑	2207	↑	↑	↑	↑	↑	↑	1942
↓	0954	↓	↓	↓	↓	Ar TAMPA	Lv	↑	2154	↑	↑	↑	↑	↑	↑	1907
↓	1034	↓	↓	↓	↓	Lv TAMPA	Ar	↑	2114	↑	↑	↑	↑	↑	↑	1829
↓	1145	↓	↓	↓	1502	Ar MIAMI	Lv	↑	2000	↑	↑	↑	↑	↑	↑	1715
①	②	②	④	⑤	⑥			①	②	②	②	⑥		⑥	③	⑥

① Last operation Jan. 10
② Last operation Jan. 8
③ Starts operation Jan. 10
④ Starts operation Jan. 13
⑤ Starts operation Jan. 12
⑥ Starts operation Jan. 11

EAST AFRICAN AIRWAYS (EC)

043 ②⑤	063 ⑤	035 ②⑤	DC-3 Read Down	DC-3 Read Up	036 ①④	064 ②	016 ③⑤	014 ⑥
0730	0730	1230	Lv NAIROBI	Ar	1305	1820	1905	1620
		1330	Ar ARUSHA	Lv	1205	↑	↑	↑
		1415	Ar MOSHI	Lv	1115			
		1745	Ar ZANZIBAR	Lv	0745			
		1800	Lv ZANZIBAR	Ar	0725			
		1825	Ar DAR-ES-SALAAM	Lv	0700			
	0855		Ar MUSOMA	Lv		1655		
	1010		Ar MWANZA	Lv		1550		
1040	1150		Ar ENTEBBE	Lv	See below			
1110			Lv ENTEBBE	Ar		↑		
1220			Ar KASESE	--				
1240			Lv KASESE	--				
1350			Ar ENTEBBE	Lv		1420	1550	1415

EASTERN AIR LINES, INC. (EA)

541 # EX ⑥	215 #	541 #	Lockheed Speedpak Read Down	Lockheed Speedpak Read Up	324 # EX ⑦	854 #
			Lv DETROIT	Ar		
		2340	Lv NEW YORK	Ar		0520
		↑	Lv GREENVILLE	Ar		↑
		0412	Ar ATLANTA	Lv		
0445	1745		Lv ATLANTA	Ar	1126	
↑	2057		Ar MIAMI	Lv	↑	0005
			Ar MOBILE	Lv		
0623			Ar NEW ORLEANS	Lv	0800	
			Lv NEW ORLEANS	Ar		
			Ar HOUSTON	Lv		

FLYING TIGER LINE (FT)

362 C-46 # EX ⑦	182 # EX ⑦	184 # EX ⑤ ⑥⑦	184 ⑤	282 # EX ⑦	284 # EX ⑥⑦	284 ⑥	L-1049H / C-46 Read Down	L-1049H / C-46 Read Up	181 # EX ⑦	183 # EX ⑥⑦	281 # EX ⑦	283 # EX ①	361 C-46 # EX ⑦
1600							Lv SEATTLE	Ar					0650
1655							Ar PORTLAND	Lv					0550
1725							Lv PORTLAND	Ar					0520
2050							Ar SAN FRANCISCO/OAK	Lv					0200
				2030	2315	2300	Lv SAN FRANCISCO/OAK	Ar			1030	1420	
	t1600	t1600	t1600				Lv SAN DIEGO	Ar	t0800	t0800	↑	t0800	
	↓	↓	↓				LOS ANGELES	Lv	↑	↑		1245	
	2300	2230	2230				Lv LOS ANGELES	Ar	0630	1030		1010	
	↓					0625	Ar MINNEAPOLIS	Lv	↑	↑		↑	
						0655	Lv MINNEAPOLIS	Ar					
	0720				0745	0840	Ar CHICAGO	Lv	0115	0515	0510		
	0915				0930	2240	Lv CHICAGO	Ar	0045	0350	0415		
	t1130				t1130	t1130	Ar MILWAUKEE	Lv	t2200	t2200	t2200		
	t0800				t0800	t0800	Ar SOUTH BEND	Lv	t1800	t1800	t1800		
	t0700				t0700	t0700	Ar GRAND RAPIDS	Lv	t1700	t1700	t1700		
	↓				1145	1235	Ar DETROIT	Lv	↑	↑	0405	0500	
					1300	1330	Lv DETROIT	Ar			0255	0330	
					t0700	0700	Ar TOLEDO	Lv			↑	t1900	
	1145						Ar CLEVELAND	Lv				0245	
	t0800						Ar AKRON	Lv				t1830	
	t0800						Ar BUFFALO	Lv				t1600	
						1615	Ar BINGHAMTON	Lv			0100		
						1725	Lv BINGHAMTON	Ar			0001		
						0800	Ar ROCHESTER	Lv			t2000		
		0955	0955	0805	1520	1820	Ar NEW YORK (EWR)	Lv	2230	0135	2300		
		1735	↓	↓	↓	0300	Lv NEW YORK (EWR)	Ar	↑	0010	↑		
		t1205	t1205	t1205	t0730	t0730	Ar NEW YORK (IDL)	Lv	t1900	t1900	t1900		
		t0200	t0200	t0200	t0200	t0200	Ar PHILADELPHIA	Lv		t2200	t2200		
		t0800	t0800	t0800	t0800	t0800	Ar ALBANY	Lv		t2000	t2000		
		↓				0350	Ar HARTFORD/SPRINGFIELD	Lv		2320			
						0450	Lv HARTFORD/SPRINGFIELD	Ar		2205			
		1845				0535	Ar BOSTON	Lv		2125			
		t0930				t0930	Ar PROVIDENCE	Lv		t1700			

t - Expedited Motor Connections.

HUNTING-CLAN AIR TRANSPORT (HCA)

553 ⑦	555 ⑦	551 ⑦	557 ⑦	DC-6C Read Down	DC-6C Read Up	558 ④	552 ④	556 ④	554 ③
0230	0230	0230	0230	Lv LONDON	Ar	0320	2250	0040	1155
0540	0540	0440	0540	Ar FRANKFURT	Lv	0210	2140	2330	1045
0655	0655	0555	0655	Lv FRANKFURT	Ar	0055	2025	2215	0930
1110	1110	1010	1110	Ar MALTA	Lv	2025	1555	1745	0500
1225	1225	1125	1225	Lv MALTA	Ar	1910	1440	1630	0345
2015	2015	1915	2015	Ar KHARTOUM	Lv	1250	0820	1010	2125
2130	2130	2030	2130	Lv KHARTOUM	Ar	1135	0705	0855	2010
↓	↓	↓	↓	ENTEBBE	Lv		↑	0545	1700
				ENTEBBE	Ar			0430	1545
0305	0305	0205	0305	Ar NAIROBI	Lv	0800	0330	0301	1415
0500	0500	0400	0500	Lv NAIROBI	Ar	0555	0125	0055	1210
0840	0840	0740	0840	Ar SALISBURY	Lv	0015	1945	1915	0630
		0855	0630	Lv SALISBURY	Ar	2300	1830		
		1125	0900	Ar JOHANNESBURG	Lv	2030	1600		

INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	0505	
GAUHATI, Kahikuchi...Lv																										0633	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA .....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
MOHANBARI, Mcpl....Lv																												0855	
BAGDORA Lv																										0613	0925		
AGARTALA, Singerbhil. Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720				0620
GAUHATI, Kahikuchi...Ar																												1035	0725
GAUHATI, Kalikuchi.. Lv	1145	0735	0705	0633	1630	1255	1220	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	1105	
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	7 2 5	1 3 6	1 4 6	✕	✕	7 3 4	✕
CALCUTTA.....Lv	1530	1430	0. 00	0.00	1210	0.45	0.00	0.45	0.00
AGARTALA.....Ar	1650	1550							
KAILASHAHAR .....Ar			0945						
KAMALPUR .....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR .....Ar						1050	1005	1050	
SILCHAR Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN	394	373	374	374	339	32	326
Read Down	✕	7 3 4	✕	1 2 6	1 4 6	1 4 6	7 2 5
RUPSI.....Lv	1.15						
IMPHAL.....Lv		1210					
SILCHAR .....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI Lv					14.0		
KAMALPUR Lv						1005	
KAILASHAHAR Lv							1015
AGARTALA Lv							
CALCUTTA .....Ar	1200	1515	124.	1325	15..5	1140	12.0

IRANIAN AIRWAYS (IRA)

287 ⑥	267 ③	DC-4 Read Down	DC-4 Read Up	266 ⑦	286 ④
0500	0500	Lv TEHRAN	Ar	1930	1930
0900	0900	Ar ANKARA	Lv	1230	1230
1000	1000	Lv ANKARA	Ar	1130	1130
1630	↓	Ar MILAN	Lv	↑	0330
1730		Lv MILAN	Ar		0230
↓	1730	Ar ZURICH	Lv	0230	↑
	1830	Lv ZURICH	Ar	0130	
2000	2000	Ar FRANKFURT	Lv	0001	0001

IRISH INTERNATIONAL AIRLINES (ALT)

800 ①③⑤	860 ②	850 ①④	840 ④	830 ⑤	822 ②④	820 ⑥	810 ③	C-47 Read Down Read Up	811 ③	821 ⑥	823 ②④	831 ⑤	841 ④	851 ①④	861 ②	801 ①③⑤
1120	0755	0755	1815	1850	1305	0715	1820	Lv DUBLIN.....Ar	2200	1135	1720	2310	2255	1240	1235	1740
							1925	Ar LIVERPOOL...Lv	2050							
					1420	0830		Ar MANCHESTER..Lv		1015	1600					
				2015				Ar GLASGOW.....Lv				2145	2120			
			1950					Ar BIRMINGHAM..Lv						1100		
		0930						Ar BRISTOL.....Lv							1055	
	0930							Ar CARDIFF.....Lv								1525
1330								Ar LONDON.....Lv								

INI & CIA. S.A. (INI)

V180 ③	Read Down	Read Up	V181 ⑥
0600	Lv BUENOS AIRES	Ar	1350
0910	Ar SANTIAGO	Lv	0835
1020	Lv SANTIAGO	Ar	0725
1415	Ar ANTOFAGASTA	Lv	0330
1500	Lv ANTOFAGASTA	Ar	0245
1920	Ar LIMA	Lv	2025
2040	Lv LIMA	Ar	1905
0100	Ar GUAYAQUIL	Lv	1445
0200	Lv GUAYAQUIL	Ar	1345
0620	Ar PANAMA	Lv	0925
0730	Lv PANAMA	Ar	0815
1345	Ar MIAMI	Lv	0200

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

KLM ROYAL DUTCH AIRLINES (KL)

SR 705 ♦ ② ③④ 5⑥	KL5 ♦ ② ③④ 5⑥	KL41 ♦ ② ③④ 5⑥	SN 103 ♦ ② ③④ 5⑥	KL9 ♦ ④⑤	KL7 ♦ ①	KL3 ♦ ② ③④ 5⑥	KL1 ♦ ② ③④ 5⑥	KL64 ♣ ⑦	KL62 * ②⑤	*Super Constellation ♣-DC-6A ♦-DC-3 Read Down — Read Up	KL61 ♣ ③	KL63 * ⑤	KL65 * ①	KL2 ♦ ② ③④ 5⑥	KL2 ♦ ♦ ① ②④ ③5	KL8 ♦ ④ 5⑥	KL4 ♦ ② ③④ 5⑥	SN 104 ♦ ② ③④ 5⑥	KL42 ♦ ② ③④ 5⑥	KL6 ♦ ② ③④ 5⑥	SR 704 ♦ ② ③④ 5⑥
								1130	2330	Lv NEW YORK....Ar	16▲50	16▲15	09▲45								
								①	↓	-- MONTREAL....Lv	15▲00	14▲30	08▲00								
										-- MONTREAL....Ar	14▲00	13▲30	07▲00								
													⑦								
								0555	1745	Ar GLASGOW....Lv	03▲45	03▲45	21▲15								
								0655	1845	Lv GLASGOW....Ar	0215	0215	1945								
								1000	2145	Ar AMSTERDAM....Lv	0100	0100	1830								
0340	0350	1440	0345	2030	1730	1600	0415			Lv AMSTERDAM....Ar				0315	0235	1120	2120	0250	2105	0245	0300
↓	↓	↓	↓	2130	1830	1700	0515			Ar LONDON (North)...Lv				0025	2345	0830	1830		↑	↑	↑
		1645	0445							Ar BRUSSELS....Lv								0145		①	①
										Ar PARIS (ORLY)....Lv				APR. 11-18	FROM APR.	21			1900	②③④⑤	②③④⑤
	0635									Ar COPENHAGEN....Lv										2350	0020
0610										Ar BASLE....Lv											①
↓																					②③④⑤
0640										Lv BASLE....Ar											2350
0715										Ar ZURICH....Lv											2310

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.
▲ - No local traffic.

LANICA AIRLINES (NI)

401 C-46 2	403 C-46 6	411 DC-4 1-5	DC-4 Read Down — Read Up	410 DC-4 2-6	402 C-46 1	404 C-46 5
0500	0500	0700	Lv MIAMI....Ar	1920	1130	1130
0915	0915	1000	Ar MANAGUA....Lv	1320	0500	0500

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ④	615 ②⑥	C-46 Read Down — Read Up	616 ①③ ⑤
0700	0600	Lv MIAMI....Ar	1400
0810	↓	Ar HAVANA....Lv	↑
0845		Lv HAVANA....Ar	
↓	0810	Ar GRAND CAYMAN....Lv	
	0900	Lv GRAND CAYMAN....Ar	
1230	1130	Ar SAN JOSE, C.R....Lv	0700

LINJEFLYG (AB)

DC-3; L-Lodestar Read Down	074 DC-3 Ex ⑥	074 DC-3 ⑥	080 L Ex ⑥	080 L ⑥	065 DC-3 Ex ⑥ ⑦	065 DC-3 ⑥	065 DC-3 ⑦	069 DC-3 Ex ⑥	069 DC-3 ⑥	047 L Ex ⑥ ⑦	047 L ⑥	047 L ⑦	043 DC-3 Ex ⑥ ⑦	043 DC-3 ⑥	043 DC-3 ⑦	045 DC-3 Ex ⑥ ⑦	045 DC-3 ⑥	045 DC-3 ⑦	061 DC-3 Ex ⑥	061 DC-3 ⑥
STOCKHOLM....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
SUNDSVALL/HARNOSAND....Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING....Ar			1335	1145																
JONKOPING....Ar					1310	1110	1255													
VAXJO....Ar								1310	1050											
VAXJO....Lv								1330	1110											
RONNEBY....Ar								1405	1145											
RINKABY....Ar										1220	1020	1205								
RINKABY....Lv										1235	1035	1220								
MALMO....Ar										1300	1100	1245								
LIDKOPING....Ar													1250	1100	1230					
LIDKOPING....Lv													1320	1120	1250					
GOTHENBURG....Ar													1350	1150	1320					
KARLSTAD....Ar																1310	1050	1255		
HULTSFRED....Ar																			1230	1045

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LUFTHANSA GERMAN AIRLINES

LH041 Super "H" ②	SN/ LH244 DC-6A ③	SN/ LH244 DC-6A ④	LH041 Super "H" ⑤	U.S.A. - EUROPE Read Down	Read Up	LH/ SN245 DC-6A ③	LH/ SN245 DC-6A ④	LH040 Super "H" ⑤	LH040 Super "H" ⑦
2200	2200	2200	2200	Lv NEW YORK	Ar	1335	1335	0800	0800
		⑤1550		Ar MANCHESTER	Lv				
		1650		Lv MANCHESTER	Ar				
	④1835	1935		Ar BRUSSELS	Lv	0200	0200		
	2100	2100		Lv BRUSSELS	Ar	2350	2350		
1730	2220	2220	1730	Ar FRANKFURT	Lv	2230	2230	2230	2230

BEF 30 DC-3 # EX ①	LH 030 DC-3 ③④ ⑤	LH 032 Viking # EX ⑦	GERMANY - ENGLAND Read Down	Read Up	BEF 29 DC-3 # EX ①	LH 033 Viking # EX ①	LH 031 DC-3 ④⑤ ⑥
0820	2145	2240	Lv FRANKFURT	Ar	0650	0750	0845
		2340	Ar DUSSELDORF	Lv	0535	0650	
		0030	Lv DUSSELDORF	Ar	0405	0615	
	2245		Ar COLOGNE/BONN	Lv			0745
	2330		Lv COLOGNE/BONN	Ar			0700
1045	0105	0140	Ar LONDON	Lv	0030	0305	0345

LH 020 DC-3 ①②③④⑤⑥	LH 022 Viking ①②③④⑤⑥	LH 030 DC-3 ③④⑤	LH 032 Viking ①②③④⑤⑥	INTRA - GERMAN CARGO SERVICES Read Down	Read Up	LH 033 Viking ②③④⑤⑥⑦	LH 031 DC-3 ④⑤⑥	LH 021 DC-3 ②③④⑤⑥⑦
1630				Lv HAMBURG	Ar			0040 ⑦
				Ar HANOVER	Lv			
				Lv HANOVER	Ar			
1715				Ar BREMEN	Lv			⑦
1745				Lv BREMEN	Ar			
				Ar FRANKFURT	Lv			2300
	1615	2145	2240	Lv FRANKFURT	Ar	0750	0845	2050
	1655			Ar STUTTGART	Lv			
	1725			Lv STUTTGART	Ar			
	1815			Ar MUNICH	Lv			
	1855			Lv MUNICH	Ar			
	1940			Ar NUREMBERG	Lv			
	2010			Lv NUREMBERG	Ar			
1900		2245		Ar COLOGNE/BONN	Lv		0745	
1945				Lv COLOGNE/BONN	Ar			
			2340	Ar DUSSELDORF	Lv	0650		1940
				Lv DUSSELDORF	Ar			1850
				Ar HANOVER	Lv			1730
				Lv HANOVER	Ar			1700
2045	2100			Ar FRANKFURT	Lv			1530

LINEA AEROPOSTAL VENEZOLANA (LV)

262 ✈	C-46 Read Down	Read Up	263 ✈
0600	Lv CARACAS, Maiquetia	Ar	1500
	Ar KINGSTON, Palisadoes	Lv	x1115
	Lv Kingston, Palisadoes	Ar	x1015
1300	Ar MIAMI, International	Lv	0700

MALAYAN AIRWAYS (MAL)

122 ✈	106 ✈	DC-3 Read Down	Read Up	119 ✈
0425	0455	Lv SINGAPORE	Ar	0330
0600	↓	Ar KUALA LUMPUR	Lv	0200
	0700	Ar IPOH	--	
	0730	Lv IPOH	--	
	0810	Ar PENANG	--	

MARITIME CENTRAL AIRWAYS (MAR)

25 M ④	DC-3 C-46 DC-4
1000	Lv MONCTON
1230	Ar STEPHENVILLE
1300	Lv STEPHENVILLE
1430	Ar GOOSE BAY

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3 Read Down	Read Up	785 ⑥
0500	0500	0500	Lv PERTH	Ar	2345
0645	0645		Ar GERALDTON	Lv	
0705	0705		Lv GERALDTON	Ar	
0900	0900		Ar CARNARVON	Lv	
0920	0920		Lv CARNARVON	Ar	
			MORAWA	Lv	
			YALGOO	Lv	
			YALGOO	Ar	
		0715	Ar MT. MAGNET	Lv	
		0735	Lv MT. MAGNET	Ar	
			WILUNA	Lv	
		0825	Ar MEEKATHARRA	Lv	
		0845	Lv MEEKATHARRA	Ar	
		1050	Ar WITTENOON	Lv	
		1120	Lv WITTENOON	Ar	
1125	1125		Ar ONSLOW	Lv	
1200			Lv ONSLOW	Ar	
1300	1250		Ar ROEBOURNE	Lv	
1350	1340	1220	Ar PT. HEDLAND	Lv	
1420	1410	1240	Lv PT. HEDLAND	Ar	
1450	1450		Lv DE GREY	Lv	
1500	1450		Lv PARDOO	Lv	
1550	1540		Lv WALLAL	--	
1610	1600		Lv MANDORA	--	
		1415	Lv ANNA PLAINS	--	
1720	1710	1510	Lv BROOME	--	
1815	1805	1605	Ar DERBY	Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	774 ⑦	770 ⑥	York Read Down	Read Up	771 ⑥	775 ⑦	615 ②	721 ③	617 ④
	0300	0300			Lv LONDON	Ar			2200		2200
	0920	0920			Ar ROME	Lv			1700		1700
	1020	1020			Lv ROME	Ar			1600		1600
	1820	1820			Ar BEIRUT	Lv			1000		1000
0200			0001	0200	Lv BEIRUT	Ar	1145	1530		1330	
↓			↓	↓	Ar BAGHDAD	Lv	↑			1130	
					Lv BAGHDAD	Ar				1030	
0715				0715	Ar KUWAIT	Lv	0830			0830	
			0730		Ar DHAHRAN	Lv					
			0830		Lv DHAHRAN	Ar					
			0915		Ar DOHA	Lv					
			1015		Lv DOHA	Ar					
			1100		Ar BAHRAIN	Lv		1200			
					Ar TEHERAN	Lv					

615/616 Temporarily Suspended

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

525 C-54 #Ex. ⑦①	527 DC-6A #Ex. ⑥	581 DC-6A #	529 C-54 #Ex. ①	DC-6A Combination C-54 Read Down	Read Up	530 C-54 #Ex. ⑦	580 DC-6A #	528 DC-6A #Ex. ⑥	526 C-54 #Ex. ⑥⑦
1015	2330		0030	Lv NEW YORK (IDL)	Ar	1710		1920	0524
1325			0340	Ar DETROIT (DTW)	Lv	↑		1710	0245
1410	↓		0440	Lv DETROIT	Ar			1640	0130
↓			0511	Ar CHICAGO (MDW)	Lv	1240		↑	↑
1445	0250		0630	Lv CHICAGO	Ar	1140		1425	2310
1525	0240		↓	Ar MILWAUKEE	Lv	1055		1401	2211
↓	↓			Lv MILWAUKEE	Ar	1011		1325	↑
				Ar MADISON	Lv	↑		1310	
1715	0425		0835	Lv MADISON	Ar			1200	2030
			1030	Ar MINNEAPOLIS	Lv	0830			
			1515	Lv MINNEAPOLIS	Ar	0710			
			1600	Ar SPOKANE	Lv	↑			
			↓	Lv SPOKANE	Ar				
				Ar PORTLAND	Lv	2210			
				Lv PORTLAND	Ar	2130			
			1725	Ar SEATTLE	Lv	2030			
		0115		Lv SEATTLE	Ar		1530		
		0455		Ar ANCHORAGE	Lv		0800		

989 ③	987 ②	985 ⑦	983 ⑥	981 ⑤	DC-6A Combination Read Down	Read Up	980 ①	982 ②	984 ④	986 ⑤	988 ⑦
2000	2000	2000	2000	2000	Lv SEATTLE	Ar	0010	0010	0010	0010	0010
2340	2340	2340	2340	2340	Ar ANCHORAGE	Lv	↑	↑	↑	↑	↑
0040	0040	0040	0040	0040	Lv ANCHORAGE	Ar					
1150	1150	1150	1150	1150	Ar TOKYO	Lv	2230	2230	2230	2230	2230
⑤	④	②	①	⑦							

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down	Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND	Ar					2250	
	0030					Ar SEATTLE - TAKOMA	Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA	Ar	1715	1715	1715	2125		0500
			1010	1010	1010	Ar KETCHIKAN (Annette Is.)	Lv	1445	1445	1445			
			1155	1155	1155	Ar JUNEAU	Lv	1300	1300	1300			
			1300	↓		Ar YAKUTAT	Lv	↑	F ↑	1000			①②③
			1330	1240		Ar CORDOVA	Lv	0820	0820	↑			④⑤⑥
0500		1210	1450	1400	1320	Ar ANCHORAGE	Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	C-54 Read Down	Read Up	392 ⑥
1200	Lv MIAMI	Ar	1505
1735	Ar PANAMA CITY	Lv	0930
PG ①			PG ⑤
0930	Lv PANAMA CITY	Ar	1645
1640	Ar LIMA	Lv	0930
0930	Lv LIMA		
1330	Ar ARICA		
1400	Lv ARICA		
1510	Ar LA PAZ		
1610	Lv LA PAZ		
1700	Ar COCHABAMBA		

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

162 ④⑤	160 # EX ①	DC-7F Read Down	Read Up	161 ①② ④⑦	161 ⑤⑥	163 ⑤⑥
0300	0300	Lv NEW YORK	Ar	0810	0910	0910
1750	1750	Ar SHANNON	Lv	↑	0205	0205
0300	1820	Lv SHANNON	Ar		0120	0015
0650	↓	Ar PARIS	Lv	↑	↑	2200
	2000	Ar LONDON	Lv	2330	2330	
	2130	Lv LONDON	Ar	2210	2210	
	↓	AMSTERDAM	Lv	2150	2150	
		AMSTERDAM	Ar	2120	2120	
	0025	Ar FRANKFURT	Lv	2000	2000	
	0230	Lv FRANKFURT	Ar	1900	1900	
	0310	Ar STUTTGART	Lv	1815	1815	
	0400	Lv STUTTGART	Ar	1745	1745	
	0450	Ar MUNICH	Lv	1700	1700	

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	Arrive Eastbound Daily Except Su Tu	Depart Westbound Mo We Th Fr	Minimum Transatlantic Load
BOSTON	Lv #Ex Mo 0450	Ar Mo 0945 Tu 1330 Su 1445	400 kg
VIENNA	13 10	16 45	800 kg
BERLIN ①③④⑤	14 00	15 55	1200 kg

PAA-U.S.A.-PACIFIC

879 ⑥	879 ③⑤	DC-4 Read Down	Read Up	878 ④	878 ②⑦
1200	1200	Lv SAN FRANCISCO	Ar	1640	0900
↓	↓	Lv LOS ANGELES	Ar	↓	↓
2245	2000	Ar HONOLULU	Lv	0200	2130
0230	2330	Lv HONOLULU	Ar	2315	1735
1300	0700	Ar WAKE ISLAND	Lv	0905	0630
1400	0830	Lv WAKE ISLAND	Ar	0805	0530
		Ar GUAM ISLAND	Lv		
↓	↓	Lv GUAM ISLAND	Ar	↓	↓
2155	1400	Ar TOKYO	Lv	1900	1900

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PAA-U.S.A.-LATIN AMERICA

323 # EX 7 ①	303 ②	353 # EX ⑤	301 ①② ④	339 # EX ⑤	C-54 Read Down	C-54 Read Up	302 ①② ④	302 ①② ④	304 ⑤	340 ②④ ⑤	342 ⑥	324 ⑦	354 # EX 3 5	322 ③④ 5 6	344 ② ③	344 ⑥
			2345		Lv NEW YORK	Ar	0550	0550								
2330	1100	0530		2130	Lv MIAMI	Ar			1445	1220	1150		1305	1220	2120	0120
		0835			Ar KINGSTON	Lv							1000	f		
					Ar PORT AU PRINCE	Lv								f		
0535			0830		Ar SAN JUAN	Lv	2300 ①	2300 ③						0745		
1045												1830				
	1820		0945		Lv SAN JUAN	Ar	2130	1500								
	1900		1145	0450	Ar CARACAS	Lv	1830	1200	f	0630	0600				1530	1930
1400					Lv CARACAS	Ar			f			1530				
					Ar PORT OF SPAIN	Lv			f							
					Ar GEORGETOWN	Lv			f							
					Ar PARAMARIBO	Lv			f							
					Ar CAYENNE	Lv			f							
	0440				Ar BELEM	Lv			0300							
	0530				Lv BELEM	Ar			0205							
	1245				Ar RIO DE JANEIRO	Lv			1845							
	1345				Lv RIO DE JANEIRO	Ar			1715							
	f				Ar SAO PAULO	Lv			f							
	f				Ar MONTEVIDEO	Lv			f							
	2020				Ar BUENOS AIRES	Lv			1115							

Flagstops to Montego Bay

(PAA)

385 DC-7F ③	363 ④	355 ①④	355 DC-7F ③	393 DC-6A ⑦	383 ④	361 ⑤	361 ②② ⑥	375 ④	375 ⑤	373 ③	371 ⑤⑦	C-54 Read Down	C-54 Read Up	374 ①⑤	374 ④	372 ②	372 ⑤	372 ⑥	384 ③	362 ①⑤	352 ③	368 ⑦	364 ⑦⑥	364 ④	386 DC-7F ④	392 DC-6A ⑥	312 ⑤	356 DC-7F ⑦
2230												Lv SAN FRANCISCO	Ar												0320			
2359												Ar LOS ANGELES	Lv												0145			
0200												Lv LOS ANGELES	Ar												2345			
										0730	0730	Lv NEW ORLEANS	Ar			1635	1535	1530										
					0715						0910	Ar HOUSTON	Lv															
											1030	Lv HOUSTON	Ar						1435									
	0530	2230	0500	2359		0315	0315					Lv MIAMI	Ar							1900	0035	0635	1545	1745		1730	1515	0345
	0645											Ar HAVANA	Lv														1400	
	0815											Lv HAVANA	Ar															
					1100							Ar MEXICO CITY	Lv						1115									
					1200							Lv MEXICO CITY	Ar					f	1015									
1145					1520		0715			1245	1600	Ar GUATEMALA	Lv					f	0700	1300					1800			
1235	1230				1620	0700	0815	1400	1000	1400	1700	Lv GUATEMALA	Ar	0920		1100		f	0920				1000	1200	1700			
f				f	f		0900	f	f	f		Ar SAN SALVADOR	Lv	f	1100			f	f						f			
f				f				f	f			Lv SAN SALVADOR	Ar	f	f			f	f						f			
f				f				f	f	f		Ar TEGUCIGALPA	Lv	f	f			f	f						f			
f				f				f	f			Lv TEGUCIGALPA	Ar	f	f			f	f						f			
f				f				f	f	f		Ar MANAGUA	Lv	f	f			f	f						f			
f				f				f	f			Lv MANAGUA	Ar	f	f			f	f	339					f			
f				f				1610	f	f		Ar SAN JOSE	Lv	f	f		0900	f	f	7 2					f			
2145		0405	0900	0430	2130				1530	2000	2215	Ar PANAMA CITY	Lv	0600	0800			0630	0600	1600	1900	0100			1100	1300		2345
				P0700 G							0900	Lv PANAMA CITY	Ar													PG392 1130		
					f						f	Ar BARRANQUILLA	Lv							f								
					f						f	Ar MARACIBO	Lv							f								
				1245	1700						1500	Ar CARACAS	Lv							1100						0600		
												Ar LIMA	Lv															

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REAL-AEROVIAS-NACIONAL

C-1708 ①④ ⑥	C-1706 ②⑤ ⑦	C-1704 ⑦	C-1702 ③⑥	C-1700 ②⑤	Read Down — Read Up	C-1701 ③⑥	C-1703 ④⑦	C-1705 ①	C-1707 ②⑤⑦	C-1709 ①④⑥
1200	0600	0500	0600	0600	Lv SAO PAULO	1645	1345	1520	1830	1815
1320	↓	0620	↓	↓	Ar RIO DE JANEIRO	↑	↑	1400	↑	↑
1430		0800			Lv RIO DE JANEIRO			1300		
1545	0745	↓	0745	0745	Ar BELO HORIZONTE	1500	1200	↑		1630
	0830		0830	0830	Lv BELO HORIZONTE	1420	1120			
	↓		↓	↓	Ar CARAVELAS	↑	↑			
	1150		1150	1150	Lv CARAVELAS					
		1200			Ar SALVADOR	1100	0800	0900	1330	
		1330	1245	1245	Lv SALVADOR	1010	0710	0805		
		↓	↓	↓	Ar MACEIO	↑	0500	0630		
					Lv MACEIO			0545		
		1540	1455	1455	Ar RECIFE	0800		0500		
				1600	Lv RECIFE	0715				
				1815	Ar FORTALEZA	0500				
				0500	Lv FORTALEZA	1715				
				0700	Ar SAO LUIZ	1445				
				0830	Lv SAO LUIZ	1400				
				1030	Ar BELEM	1200				

C-1800 ⑦	Read Down — Read Up	C-1801 ④
0600	Lv SAO PAULO	1600
0900	Ar GOIANIA	1300
0945	Lv GOIANIA	1200
1315	Ar CAROLINA	0830
1415	Lv CAROLINA	0720
1625	Ar BELEM	0500
0500	Lv BELEM	1430
↓	Ar PARAMARIBO	1115
	Lv PARAMARIBO	1015
1130	Ar PORT OF SPAIN	0730
1300	Lv PORT OF SPAIN	1630
1630	Ar SAN JUAN	1300
0830	Lv SAN JUAN	1200
↓	Ar PORT AU PRINCE	0900
	Lv PORT AU PRINCE	0730
1400	Ar MIAMI	0400

C-1001 ③⑦	C-1173 ⑤	C-1171 ②	C-1250 ①④	Read Down — Read Up	C-1251 ③⑥	C-1170 ②	C-1172 ⑤	C-1000 ①④
1200	0600	0600	1200	Lv SAO PAULO	1915	1910	1350	1000
↓	0910	0910	1510	Ar CAMPO GRANDE	↑	1600	1040	↑
		1040	0800	Lv CAMPO GRANDE		1520		
		1200	↓	Ar CORUMBA	1445	1400		
			1000	Lv CORUMBA	1345			
			↓	Ar CUIABA	1215			
			1615	Lv CUIABA	1130			
1500				Ar MAMAUS	0600			
				Ar PORTO ALEGRE				0700

C-1600 ①⑤	Read Down — Read Up	C-1601 ②⑥
0600	Lv SAO PAULO	1600
0900	Ar GOIANIA	1300
0945	Lv GOIANIA	1200
1315	Ar CAROLINA	0830
1415	Lv CAROLINA	0720
1625	Ar BELEM	0500

RIDDLE AIRLINES (RD)

201 #Ex. ⑦	601 #Ex. ⑦①	301 #	403 #Ex. ⑦⑥	451 #Ex. ⑦①	401 #Ex. ⑥	207 #Ex. ⑦①	205 #	C-46 Read Down — Read Up	302 #	204 #	208 #Ex. ⑥⑦	404 #Ex. ⑥⑦	402 #Ex. ⑥	452 #Ex. ⑦⑥	600 #Ex. ⑥⑦	202 #Ex. ⑦
2330	1030					0200	2350	Lv NEW YORK		0447	0516				0600	1935
↓	↓					0307	↓	Ar PHILADELPHIA		↑	0432				↓	↓
						0352		Lv PHILADELPHIA			0347					
					2300	↓		Ar CHICAGO			↑	0300	0427			
			1300	0030	↓			Lv DETROIT				↑	↑	0647		
			↓	0120				Ar CLEVELAND						0600		
				0215				Lv CLEVELAND						0515		
			1715	0523	0315			Ar ATLANTA				0517	0210	0202		
				0623	0415			Lv ATLANTA					1110	0117		
				0842		0840		Ar ORLANDO			2300		2250	↑		
				0927		0925		Lv ORLANDO			2200		2150			
				↓		1005		Ar TAMPA			2120		↑			
				1028			0520	Ar WEST PALM BEACH								
				1058			0550	Lv WEST PALM BEACH								
0455				1136	0732		0628	Ar MIAMI		2300			2035	2200		1400
		2200						Lv MIAMI	1135						2300	
	1927	0415						Ar SAN JUAN	0720							

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	Read Down C-46; C-47 Read Up	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International	1415	1800	2045	1900	1800	1400	0415	1800	1415
↓	↓	↓	↓	↓	↓	↓	↓	↓	-- BARCELONA, Muntadas	↑	↑	↑	1200	↑	↑	↑	↑	↑
									-- BARCELONA, Muntadas				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes				↑					
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes									
F	F	F		F	F	F	F	F	-- ARUBA									
			0545						Ar MARACAIBO, Gr. De Oro						0800			
									-- MARACAIBO, Gr. De Oro I									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia	1000	1145	1430	1000	1145		1000	1145	0800

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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SABENA BELGIAN AIRLINES (SAB)

SN-247 C-47 ③	SN-247 C-47 ①⑤	LH-244 DC-6A ④⑤	SN-242 DC-6A ②③	C-207 C-47 ⑥	C-207 C-47 ③	SN-213 C-47 ①⑤	Read Down	Read Up	LH-245 DC-6A ②③	SN-241 DC-6A ⑤⑥	SN-248 C-47 ①⑤	SN-248 C-47 ③	SN-218 C-47 ①⑤	SN-208 C-47 ③	SN-208 C-47 ⑥
0820	0820	2100	1910	1330	1545	1320	Lv BRUSSELS	Ar	2350	0020	2025	2025	2005	2230	2005
						1540	Ar COLOGNE	Lv					1850	2115	1850
							Lv COLOGNE	Ar					1820	2035	1820
							Ar NUREMBERG	Lv					1640		
				1545	1800		Lv NUREMBERG	Ar						1900	1645
							Ar STUTTGART	Lv							
							Lv STUTTGART	Ar							
1345	1345						Ar MILAN	Lv			1445	1445			
		2220	2030				Ar FRANKFURT	Lv	2230	0140					

LE-097 DC-4 ②	LE-105 DC-4 ④	LE-099 DC-4 ⑥	LE-103 DC-4 ⑦	Read Down	Read Up	LE-098 DC-4 ②	LE-106 DC-4 ④	LE-100 DC-4 ⑥	LE-104 DC-4 ⑦
0130	0130	0130	0130	Lv BEIRUT	Ar	1130	1800	1130	1835
				Ar TEHERAN	Lv				1505
				Lv TEHERAN	Ar				1405
0700	0700	0700	0700	Ar KUWAIT	Lv	0800	1430	0800	
	0800		0800	Lv KUWAIT	Ar		1330		
				Ar DHAHRAN	Lv		1255		
				Lv DHAHRAN	Ar		1155		
	1035			Ar BAHRAIN	Lv		1135		1330
				BAHRAIN	Ar				1230
			1055	Ar DOHA	Lv				1155

+No Local Traffic Between Kuwait and Doha and Between Kuwait and Dhahran
No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain.
No Local Traffic Between Kuwait and Bahrain in Either Direction.

SN-245 DC-6A ③	SN-245 DC-6A ④	DC-6A Read Down	Read Up	SN-244 DC-6A ⑤	SN-244 DC-6A ④
0200	0200	Lv BRUSSELS	Ar	1935	1835
0340	0340	Ar SHANNON	Lv		X
0430	0430	Lv SHANNON	Ar		
		Ar MANCHESTER		1650	
		Lv MANCHESTER		1550	
0920	0920	Ar GANDER	Lv		X
1010	1010	Lv GANDER	Ar		
1335	1335	Ar NEW YORK	Lv	2200	2200

SN 101 C-47 Daily ex Su	Read Down	Read Up	SN 102 C-47 Daily ex Mo
2110	Lv BRUSSELS	Ar	0100
2245	Ar PARIS	Lv	2335

LE 111 DC-6 ③	LE125 DC-6 ④	PS 203 DC-4 ④	PS 211 DC-6A ⑥	LE 109 DC-6 ⑦	LE119 DC-6 ①	Read Down	Read Up	PS 210 DC-6A ②	LE 120 DC-6 ①	LE 110 DC-6 ②	PS 202 DC-4 ③	LE 126 DC-6 ④	LE 112 DC-6 ⑤
1155			1400	1155		Lv BRUSSELS	Ar	0145		0945			0945
1255				1255		Ar PARIS	Lv			0830			0830
1340				1340		Lv PARIS	Ar			0745			0745
			1540			Ar BASEL	Lv	2359					
		1300	1800			Lv BASEL	Ar	2140			1130		
1555				1555		Ar MILAN	Lv			0530			0530
1640				1640		Lv MILAN	Ar			0445			0445
		1940	2320			Ar ATHENS	Lv	1800			0650		
		(x)	(x)					(x)			(x)		
		2040	0005			Lv ATHENS	Ar	1710			0550		
2359		0030		2359		Ar BEIRUT	Lv			2300	0300		2300
	0200	0300			0200	Lv BEIRUT	Ar		2200		1800	2200	
	0830	0945	0800		0830	Ar TEHERAN	Lv	1130	1730		1430	1730	

No local traffic between Brussels and Milan and between Paris and Milan.
(x) Technical Landing.

LE 119 DC-6 ①	PS 201 DC-4 ②	LE 125 DC-6 ④	PS 203 DC-4 ⑤	PS 205 DC-4 ⑥	PS 207 DC-4 ⑦	Read Down	Read Up	LE 120 DC-6 ①	PS 202 DC-4 ②	LE 126 DC-6 ④	PS 204 DC-4 ⑤	PS206 DC-4 ⑥	PS 203 DC-4 ⑦
0200	0300	0200	0300	0300	0300	Lv BEIRUT	Ar	2200	1800	2200	1800	1800	1800
0830	0945	0830	0945	0945	0945	Ar TEHERAN	Lv	1730	1430	1730	1430	1430	1430

222 DC-4 ④	454 C-47 ②	220 DC-4 ③	DC-4 C-47 Read Down	Read Up	231 C-47 ⑤	221 DC-4 P ③	225 DC-4 ⑤
	1100		Lv MATADI	Ar			
0530	1210		Ar LEOPOLDVILLE	Lv			
			Lv LEOPOLDVILLE	Ar		1345	1235
			Ar KIKWIT	Lv		1215	
			Lv KIKWIT	Ar		1130	
			Ar LULUABOURG	Lv		1100	
		1215	Lv LULUABOURG	Ar		1000	
			STANLEYVILLE	Ar	0845		
			-- LODJA	Lv			
			-- LODJA	Ar			
			-- KINDU	Ar			
			-- KINDU	Ar			
			-- KALIMA	Lv			
			-- KALIMA	Ar			
			Ar ALBERTVILLE	--			
			Lv ALBERTVILLE	--			
			Ar BUKAVU	Lv			
1200		1515	Ar USUMBURA	Lv		0700	0850
1300			Lv USUMBURA	Ar			0750
1420			Ar GOMA	Lv	0630		0700

104 C-47 ②③④ ⑤⑥	205 C-47 ②③ ④⑤	Read Down	Read Up	206 C-47 ③④ ⑥	206 C-47 ⑤	103 C-47 ②③ ④⑤⑥
0145	2200	Lv BRUSSELS	Ar	0420	0320	0445
	2300	Ar LONDON	Lv	0130	0030	
		Lv LONDON	Ar			
0250		Ar AMSTERDAM	Lv			0345

484 DC-4 ③	464 DC-3 ⑦A	DC-4 C-47 Read Down	Read Up	485 DC-4 ④	405 DC-3 ②
	0600	Lv LEOPOLDVILLE	Ar		1635
	0820	Ar COQUILHATVILLE	Lv		1420
	0900	Lv COQUILHATVILLE	Ar		1335
		Ar BOENDE	Lv		
		Lv BOENDE	Ar		1150
	1135	Ar LIBENGE	Lv		
		Lv LIBENGE	Ar		
1440		Ar STANLEYVILLE	Ar	0850	
1630		Ar BUNIA	Lv	0700	

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SAM AIRLINES

999 ⑤	888 ⑤	C-46 Read Down	Read Up	887 ③	998 ④
0300		Lv MIAMI	Ar		2000
0800		Ar SAN ANDRES	Lv		
0900		Lv SAN ANDRES	Ar		
1115		Ar CARTAGENA	Lv		
1200	1145	Lv CARTAGENA	Ar	1445	
	1215	Ar BARRANQUILLA	Lv	1415	1400
		Lv BARRANQUILLA	Ar	1315	1300
1350	801 ③				
		Ar MEDELLIN	Lv	1130	
1450	0600	Lv MEDELLIN	Ar	1030	
1550	0700	Ar BOGOTA	Lv	0930	1100
1645	0800	Lv BOGOTA	Ar	0830	1000
1800		Ar CALI	Lv	0715	
	1200	Ar LETICIA	Lv		0600

SCANDINAVIAN AIRLINES (SAS)

006 ① ②③ ④⑤	DC-3 Read Down	Read Up	005 ② ③④ ⑤⑥
2350	Lv COPENHAGEN, Kastrup	Ar	0625
0245	Ar AMSTERDAM, Schiphol	Lv	0350

SEABOARD AND WESTERN (SBW)

102 ⊙ ③⑤	200 * # Ex ⑦①	104 ⊙ ③⑤	100 * ①	204 * ⑦	104 ⊙ ③④ ①②	100 * # Ex ①	Read Down	Read Up	101 ↕ ①④ ⑤	105 ⊙ ①② ④⑤	101 ↕ ②⑥	101 ↕ ③	105 ⊙ ③⑥	103 ⊙ ④⑥
	1200		0600	1000		0330	Lv NEW YORK	Ar	1155		1155	1155		
			2215	0215		1945	Ar SHANNON	Lv	0340		0340	0340		
2300		0230	2315	0315	0230	2100	Lv SHANNON	Ar	0235	0030	0235	0235	0030	0125
f0040							Ar GLASGOW	Lv	↑		↑	0125		2345
	0550		0100			2240	Ar LONDON	Lv	0045		0045	2330		↑
	0645		0155			2335	Lv LONDON	Ar	2345		2345	2230		
0440							Ar AMSTERDAM	Lv			2340			2145
f0555							Ar HANNOVER	Lv	↑		↑	↑		2005
0700							Ar HAMBURG	Lv						1900
			f0355			0135	Ar BRUSSELS	Lv	2335					
			f0440			f0215	Ar DUSSELDORF	Lv	2255		2255			
			f0445			f0225	Ar COLOGNE	Lv	2245		2245			
	1000		0520			0300	Ar FRANKFURT	Lv	2155		2155	2155		
			↕			↕			*		*	*		
			1400			0600	Lv FRANKFURT	Ar	2120		2120	2120		
			1455			0655	Ar NUREMBERG	Lv	2025		2025	2025		
			f1600			0800	Ar MUNICH	Lv	1920		1920	1920		
			1705			f0905	Ar STUTTGART	Lv	1815		1815	1815		
		0645		0645	0650		Ar PARIS	Lv		2200			2200	
		0750					Lv PARIS	Ar					2120	
		1100					Ar GENEVA	Lv					f2030	
		f1220					Ar BASLE	Lv					f1900	
		1300					Ar ZURICH	Lv					1800	

* Constellation
⊙ DC-4
↕ C-47

SWISSAIR (SR)

726 C-47 ⑥	728 C-47 ③④ ⑤	704 ① ②③ ④⑤	791 ②	793 ⑤	DC-6A Read Down	Read Up	792 ⑤	790 ⑦	705 ② ③④ ⑤⑥	729 C-47 ③④ ⑤	727 C-47 ⑥
			2200	2355	Lv NEW YORK	Ar	0850	2200			
			↓	↓	Ar MANCHESTER	Lv	2225	1135			
			1800		Lv MANCHESTER	Ar	2135	1045			
			↓	↓	Ar BASLE	Lv	1950	0900			
				2115	Lv BASLE	Ar	1920	0830			
				2115	Ar GENEVA	Lv	↑	↑			
				2205	Lv GENEVA	Ar					
			1900		Ar ZURICH	Lv	1850	0800			
					Lv ZURICH	Ar		2325			
					Ar GENEVA	Lv		2235			
1425	1050	2310			Lv ZURICH	Ar			0715	1320	1715
		2350			Ar BASLE/MULHOUSE	Lv			0640	↑	↑
		0020			Lv BASLE/MULHOUSE	Ar			0610		
		0300			Ar AMSTERDAM	Lv			0340		
1540	1145				Ar STUTTGART	Lv				1230	1625

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TACA INTERNATIONAL AIR LINES (SA)

525 ②⑤	801 ⑥	801 ③⑤	801 ②④	801 ①	DC-4 Read Down	Read Up	400 ①	800 ②③④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
	0600	0615	0400	0600	Lv NEW ORLEANS	Ar	2030	1845	2110	1900			
0700	↓	↓	↓	↓	Lv MEXICO	Ar	↑	↑	↑	↑	1800	1715	1855
↓	1030	↓	↓	↓	Ar BELIZE	Lv	↑	↑	1715	↑	↑	↑	↑
	1100				Lv BELIZE	Ar	↑	↑	1700	↑	↑	↑	↑
1025	1225	1145	0930	1130	Ar GUATEMALA	Lv	1535	↑	1535	↑	↑	↑	1535
1110	1315	1245	1020	1230	Lv GUATEMALA	Ar	1505	↑	1505	↑	↑	↑	1505
1155	1400	1330	1105	1315	Ar SAN SALVADOR	Lv	1420	1315	1420	1330	1400	1315	1420
			1220		Lv SAN SALVADOR	Ar	1400		1400				1400
			1315		Ar TEGUCIGALPA	Lv	1315		1315				1315
			1340		Lv TEGUCIGALPA	Ar	1300		1300				1300
			1435		Ar MANAGUA	Lv	1205		1205				1205
			1500		Lv MANAGUA	Ar	1145		1145				1145
			1610		Ar SAN JOSE	Lv	1035		1035				1035

TRANS-AUSTRALIA AIRLINES (TAA)

1915 ②⑤	1921 ③	1913 ②③④ ⑤⑥	1909 ②③④⑤ ⑥	1911 ①	DC-3 Read Down	Read Up	1910 ②③④⑤ ⑥	1912 # Ex. ⑦	1922 ③	1916 ②⑤
1340	1300	0300	0145	0145	Lv MELBOURNE	Ar	0735	0925	1610	2105
↓	↓	↓	↓	↓	Ar WYNYARD	Lv	↑	↑	↑	↑
					Lv WYNYARD	Ar	↑	↑	↑	↑
					Ar DEVONPORT	Lv	↑	↑	↑	↑
					Lv DEVONPORT	Ar	↑	↑	↑	↑
1540			0345	0345	Ar LAUNCESTON	Lv	0530	↑	↑	↑
1640				0445	Lv LAUNCESTON	Ar		↑	↑	↑
1725	1530	0530		0530	Ar HOBART	Lv		0645	1730	1825

TRANS-CANADA (TCA)

909 ①②③④⑤	North Star Read Down	Read Up	910 ①②③④⑤
2100	Lv MONTREAL	Ar	A1455
2255	Ar TORONTO	Lv	A1315
2355	Lv TORONTO	Ar	1155
0350	Ar WINNIPEG	Lv	0650
0435	Lv WINNIPEG	Ar	0605
↓	-- CALGARY	Lv	0150
	-- CALGARY	Ar	↑
0730	Ar EDMONTON	--	↑
0800	Lv EDMONTON	--	↑
1015	Ar VANCOUVER	Lv	2200

A-Toronto to Montreal section ③④⑤ only.

TRANS WORLD AIRLINES (TW)

597 049 # EX ⑦①	595 # EX ⑥⑦	599 # EX ⑥⑦	Constellation L-1049H Read Down	Read Up	592 # EX ⑥⑦	598 # EX ⑥⑦	596 049 # EX ⑥⑦
	2100	2330	Lv NEW YORK (IDL)	Ar	1751	1942	
0030	↓	↓	Lv NEW YORK (LGA)	Ar	↑	↑	0343
↓	2209	↓	Ar PHILADELPHIA	Lv	↑	1900	↓
0215	2340	↓	Lv PHILADELPHIA	Ar	↑	1715	↓
0351	↓	↓	Ar PITTSBURGH	Lv	1620	↑	↓
0445	↓	↓	Lv PITTSBURGH	Ar	1518	↑	↓
↓	↓	↓	COLUMBUS	Lv	↑	1540	↓
	↓	↓	COLUMBUS	Ar	↑	1453	↓
0602	↓	↓	Ar DAYTON	Lv	↑	↑	↓
0655	↓	↓	Lv DAYTON	Ar	↑	↑	↓
0727	↓	↓	Ar CINCINNATI	Lv	↑	↑	↓
0815	↓	↓	Lv CINCINNATI	Ar	↑	↑	↓
↓	0150	0206	Ar CHICAGO	Lv	1235	1230	2350
	0310	0320	Lv CHICAGO	Ar	1132	0808	2251
0759	↓	↓	Ar INDIANAPOLIS	Lv	↑	↑	↓
0850	↓	↓	Lv INDIANAPOLIS	Ar	↑	↑	↓
1008	↓	↓	Ar ST. LOUIS	Lv	1020	↑	↓
1055	↓	↓	Lv ST. LOUIS	Ar	0919	↑	↓
1215	↓	↓	Ar KANSAS CITY	Lv	0815	0625	2100
	↓	↓	Lv KANSAS CITY	Ar	0702	0525	
	↓	↓	Ar PHOENIX	Lv	↑	↑	
	0830	↓	Ar LOS ANGELES	Lv	↑	2230	
		0913	Ar SAN FRANCISCO	Lv	2330		

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK	Ar	0500	0700
0800	0600	Ar SAN JUAN	Lv	2100	2300

NEW YORK-ROME

970 ⑥	980 ②④	L-1049H Read Down	Read Up	981 ⑥	971 ②	981 ③
0230	0230	Lv NEW YORK (IDL)	Ar	1255	1115	1255
0805	0805	Ar GANDER	Lv	0915	0735	0915
0850	0850	Lv GANDER	Ar	0835	0655	0835
1905	1905	Ar SHANNON	Lv	0330	0150	0330
1950	1950	Lv SHANNON	Ar	0245	0105	0245
↓	↓	Ar LONDON	Lv	↑	↑	↑
↓	↓	Lv LONDON	Ar	↑	↑	↑
2350	↓	Ar FRANKFURT	Lv	↑	2230	↑
0150	↓	Lv FRANKFURT	Ar	↑	2100	↑
↓	2315	Ar PARIS	Lv	0100	↑	0100
↓	0015	Lv PARIS	Ar	2330	↑	2330
↓	0135	Ar GENEVA	Lv	2205	↑	2205
↓	0230	Lv GENEVA	Ar	2105	↑	2105
0255	↓	Ar ZURICH	Lv	2010	1955	↑
0350	↓	Lv ZURICH	Ar	1855	1855	↑
↓	↓	Ar MILAN	Lv	1745	1745	1955
↓	↓	Lv MILAN	Ar	1615	1615	1825
0600	0435	Ar ROME	Lv	1430	1430	1640

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WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100		↓	1200	Ar BARILOCHE	Lv		1450		↑	1400
	1145				Lv BARILOCHE	Ar		1405			
	1750				Ar PUNTA ARENAS	Lv		0900			
			1130		Ar J. FERNANDEZ	Lv				1400	

UNITED AIR LINES (UA)

63 DC-6 #	97 DC-6A ⑦	99 DC-6 #Ex. ⑦①	61 CVR #Ex. ⑦①	97 DC-6A #Ex. ⑥⑦	93 DC-6A #Ex. ⑥⑦	95 DC-6A #Ex. ⑥⑦	DC-6A DC-6 CVR Read Down	Read Up	92 DC-6A #Ex. ⑤⑥⑦	90 DC-6A #Ex. ⑥⑦	92 DC-6A ⑦	94 DC-6A #Ex. ⑥⑦	98 DC-6A #Ex. ⑥⑦	96 DC-6 #Ex. ⑦①	60 CVR #Ex. ⑦①	90 DC-6A ⑥
				2200			Lv BOSTON	Ar					0932			
	0745			2243			Ar HARTFORD/SPRINGFIELD	Lv					0850			
	0845			0010			Lv HARTFORD/SPRINGFIELD	Ar					0755			
	↑	0140					Lv NEW YORK (LGA)	Ar					(A)	0600		
	0700						Ar NEW YORK (IDL)	Lv					0710			
	↓	↓	0120	↓	2230	2345	Lv NEW YORK (IDL)	Ar		1340			0540	↑		1250
			↓		2310	↓	Lv NEWARK	Ar	1620	↑	1705		↓		0312	↑
					0010		Lv PHILADELPHIA	Lv	1545		1630		0500		↑	
			0350	0230	↓		Ar PHILADELPHIA	Ar	1448		1532		0357		0115	
				0330			Ar CLEVELAND	Lv	↑		1400		0225			
				↓	0235		Lv CLEVELAND	Ar			1317		0127			
					0345		Ar DETROIT	Lv	1250		↑		↑			
	1130	0415		0407	0400	0225	Lv DETROIT	Ar	1120							0900
	1530			0550	0535	0330	Ar CHICAGO (MDW)	Lv	0910	0950	1050		2300	0215		0727
	1830			0855	↓	↓	Lv CHICAGO (MDW)	Ar	0710	0745	0910	1307				0310
	1930			1010			Ar DENVER	Lv	↑	↑	↑	0850				0225
				↓			Lv DENVER	Ar				0750				↑
	2250					0920	Ar SALT LAKE CITY	Lv				0605				
0615	0100					↓	Lv SALT LAKE CITY	Ar				0520				
0634							Ar SAN FRANCISCO	Lv				0150				
	0241			1300	1100		Lv SAN FRANCISCO	Ar	2230			0010				2200
							Ar OAKLAND	Lv								
							Ar LOS ANGELES (INT'L)	Lv		2330	0030	2230				
							Ar LOS ANGELES (BUR)	Lv								

(A) IDL-BOS portion of 98 cancelled Saturday mornings.

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	↑
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
	--	VITORIA			F
↓	--	BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar.	Lv		0635
1540		Lv RECIFE, Iba. Guar.	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT- 755 DC-6 ④	AMA- 97 Nord ①	AMA- 93 Nord ③	AMA- 99 Nord ①	DC-4 NORD 2.502 DC-6 Read Down	Read Up	AMA- 98 Nord ②	UT- 756 DC-6 ⑥	AMA- 90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET	Ar		1000		①
1610	1620									0040
↓	1825				Ar NICE	Lv		0755		↑
	1910				Lv NICE	Ar		0655		
0005					Ar TRIPOLI	Lv		↑		1850
0105	⑤				Lv TRIPOLI	Ar				1750
0730	0320				Ar FORT-LAMY	Lv		2225		
	0430		0600	0600	Lv FORT-LAMY	Ar		2110	1800	0930
	↓		↓	↓	-- MOUNDOU	Lv		↑	1635	
					-- MOUNDOU	Ar			1555	
			0800	0800	Ar N'GAOUNDERE	--			↑	
		0615	0850	0850	Lv N'GAOUNDERE	--			1355	
		↓		↓	-- BANGUI	Lv				
					-- BANGUI	Ar	1730			
	0710	0805			Ar DOUALA	Lv	↑	1830		
		0855			Lv DOUALA	--				
		1020		1150	Ar LIBREVILLE	--				
		1100		1315	Lv LIBREVILLE	--				
		1140	1220	↓	Ar PORT-GENTIL	--				
					-- BRAZZAVILLE	Lv	1355			
				1530	Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
XX -Weekdays (Monday through Saturday)
① -Monday
② -Tuesday
③ -Wednesday
④ -Thursday
⑤ -Friday
⑥ -Saturday
⑦ -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
‖ -Service Temporarily Suspended

UMI

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot)
By Carriers and Types of Aircraft.

CARRIER	Boeing Stratocruiser	Boeing 707	Brittania	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	ALL-CARGO: Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H	Douglas DC-7B
AA	--	150	--	--	150	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200
AL	--	--	--	--	100	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--
ALITALIA	--	--	--	--	150	100	--	100	--	75	--	75	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--
BOAC	100	--	75	--	--	--	--	--	--	--	--	75	--	--	68	--	--	--	--	--	--	--	--	--	--	--	--	--
CA	--	--	--	--	--	100	100	--	--	--	--	--	--	--	70	--	--	--	--	--	150	--	--	--	--	--	--	--
CO	--	150	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
CN	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--
DL	--	--	--	--	150	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	100	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--
FL	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--
JAL	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--
KLM	--	--	--	--	154	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA	--	--	--	--	150	--	--	150	--	100	200	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	--
NE	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
NO	--	--	--	--	150	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	100	--	--	--	--	--	100	--	200	75	--	75	--	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
PAA	100	150	--	--	--	--	100	--	--	75	75	75	--	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--
PI	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--
SAB	--	150	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--
SAS	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--
SO	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	150	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--
UA	--	--	--	--	150	--	--	150	--	150	150	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--
WA	--	--	--	--	75	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

UMI

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																					ALL-CARGO						
	Boeing Stratocruiser	Boeing 707	Britannia	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const., 1049-H	Douglas DC-7BF
AA.....	See U.S. and Canadian City Directory																											
AL.....	--	--	--	--	150	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	
ASA.....	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	
ALITALIA...	--	--	--	--	--	--	--	600	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	
BL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
BN.....	--	500	--	--	500	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--	
BOAC.....	--	--	600	--	--	--	--	--	--	--	--	600	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	
CA.....	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	
CO.....	--	500	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	
CN.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
CPA.....	See U.S. and Canadian City Directory																											
CU.....	--	--	600	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	
DL.....	--	--	--	--	400	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	
EA.....	--	--	--	--	200	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	500	--	
ELAL.....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
FL.....	See U.S. and Canadian City Directory																											
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	
HAL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
JAL.....	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	
KLM.....	See U.S. and Canadian City Directory																											
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	
LC.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
MO.....	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
NA.....	--	--	--	--	400	[illegible]	--	400	--	200	200	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	
NE.....	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	
NO.....	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
NW.....	500	--	--	--	--	--	200	--	2000	200	--	200	--	--	--	200	--	--	--	--	--	--	--	2000	--	--	--	
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	
OZ.....	See U.S. and Canadian City Directory																											
PC.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	
PAA.....	600	600	--	--	--	--	600	--	--	600	600	600	--	--	--	--	600	--	--	--	--	--	--	5000	6000	--	--	
PI.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	
QEA.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	
SAB.....	--	600	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
SAS.....	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	
SO.....	See U.S. and Canadian City Directory																											
SR.....	--	--	--	--	--	--	--	--	--	600	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	
TACA.....	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
TCA.....	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	
TRC	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	
TT.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
TW.....	--	400	--	--	--	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	3000	
UA.....	--	--	--	--	400	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	
WA.....	--	--	--	--	200	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	
WC.....	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereos Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AET			Aer Lingus Teoranta - Irish International Airlines
AET	IN	052	Aerlinte Eireann Tta. - Irish International Airlines
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	146	Air Jordan
AKK	KK	224	Air Kruise (Kent), Ltd.
AL	AL	037	Allegheny Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	150	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	126	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	12	Airwork Limited
AZ	AZ	055	ALITALIA—Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capitol Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacon, S. A.
CPA	CP	010	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Services Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT," S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	026	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	LL	276	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IR	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslavenski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA	KU	229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-90, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S. A.
LAP			Laido Aereo Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	323	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport—MALEV
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL	MS	208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PC	PC		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q," S.A.
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	BU		Breathene South-American & Far East Airtransport
SAHSA	SH	474	Servicio Aereo de Honduras, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoreana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguesa
TALOA	TL		Transocean Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TO	267	Transcontinental, S. A.
TRC	TR	254	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeromaritime de Transport
UBA	UB	209	Union of Burma Airways
VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP		Viacao Aerea Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transportuir Aeriene Romeno-Societica